

## STAFF REPORT

**DATE:** November 1, 2016

**TO:** City Council

**FROM:** Mike Webb, Assistant City Manager  
Ashley Feeney, Assistant Community Development & Sustainability Director  
Katherine Hess, Community Development Administrator

**SUBJECT:** PA #15-60: Mitigated Negative Declaration #4-15, General Plan Amendment #4-16, South Davis Specific Plan Amendment # 2-16, Rezoning and Planned Development Amendment #7-15, Conditional Use Permit #5-15, Minor Modification #4-16, and Design Review #25-15: **2750 Cowell Boulevard, Hyatt House Hotel**

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### **Recommendation**

Staff recommends the City Council hold a public hearing and approve the project applications, or ask questions of staff and the applicants and continue the item to the meeting of November 15, 2016, if needed. At this or the next meeting, staff recommends the City Council take the following actions:

1. Certify Mitigated Negative Declaration #4-15 as adequately assessing the potential impacts of the project;
2. Approve the attached resolution amending the General Plan to conditionally allow hotels within the Business Park land use designation, on Cowell Boulevard between Drummond Avenue and the eastern terminus of Research Park Drive, with a Floor Area Ratio up to 100 percent;
3. Approve the attached resolution amending the South Davis Specific Plan to allow a reduction in the required landscape area as established in a Planned Development, for the area on Cowell Boulevard between Drummond Avenue and the eastern terminus of Research Park Drive;
4. Introduce the attached ordinance amending Planned Development #2-12 to allow hotels as a conditional use within the district with a maximum height of four stories and fifty feet (unless adjusted by Minor Modification, as noted in #5 below);
5. Approve Conditional Use Permit application #5-15, Final Planned Development #9-15, Minor Modification for a reduction in parking spaces and increase in tower height, and Design Review application 25-15 for the project, based on the attached findings and subject to the attached conditions.

*This application is one of two extended stay hotel proposals undergoing development review. The second, a proposed Marriott Residence Inn near Mace and 2<sup>nd</sup> Streets, is scheduled for City Council hearing on this same agenda. The Planning Commission reviewed the Hyatt House applications on August 28, 2016, (hearing) and September 7, 2016 (site visit) before completing its discussion on September 14, 2016. At that meeting, the Commission voted 4-3 that it could not*

*support recommending approval of the applications. The Commission also made comments on project consistency with City Council criteria for evaluation of hotel proposals, as discussed later in this report.*

*An accompanying background informational staff report common to both hotel proposals is also on the same agenda and includes a discussion of the full range of options for City Council action.*

### **Project Description**

The project is the construction of an extended stay hotel, parking, and customary accessory uses and facilities at 2750 Cowell Boulevard. The 2.031-acre parcel is currently vacant.

The project proposal includes the following components:

- ◆ 120 guest rooms, including studios, one-bedroom units, and suites;
- ◆ Ground-floor guest amenities including guest kitchen, fitness room, lobby with bar, meeting room, and outdoor pool and courtyard;
- ◆ A four-story structure with a maximum height of 47' 10" to parapet, with a tower at 55' at the building entry;
- ◆ Surface parking lot with approximately 112 vehicle spaces (including EV charging spaces, consistent with the City's draft EV readiness plan);
- ◆ Sustainability features including bicycle infrastructure, photovoltaic panels over a portion of the roof and parking lot generating an estimated 290 kilowatts of electricity, a commitment to achieving a LEED Gold certification from the US Green Building Council, and purchasing any remaining electricity from offsite renewable sources through the proposed City of Davis Community Choice Energy JPA;
- ◆ Vehicular and bicycle access from Cowell Boulevard, and bicycle/pedestrian access from the greenbelt along the south edge of the site; and
- ◆ Off-site improvements including a storm drain connection to Albany Avenue and pedestrian/bicycle improvements on Cowell Boulevard.





**Project Setting**

The project site is located in South Davis on the south side of Cowell Boulevard, east of Playfields Park and directly west of the Davis Diamonds gymnastics center. There is a greenbelt with a multi-use trail directly south of the project site with existing single-family residences on Albany Avenue beyond the greenbelt. The property is highly visible from Interstate 80 which is north of Cowell Boulevard. The adjacent land uses and zoning are as follows:

**Adjacent Zoning and Land Use:**

- North: PD #2-99B (across I-80) mixed light industrial uses
- South: R-1-8 (across greenbelt), residential
- East: PD #2-12, Davis Diamonds Gymnastics facility
- West: PD #12-87 for industrial research, vacant



**Project Vicinity Map**





**Multi-Use Path Connections from the Project Site**

**Project Data**

**Applicant / Property Owner:**

Guneet Bajwa for 2750 Cowell Hotel LLC  
1007 J Street, Suite M-100  
Sacramento 95814

**Project Location:**

2750 Cowell Boulevard  
Cowell Boulevard between Research Park Drive and  
Drummond Avenue (General Plan Amendment and  
Planned Development Amendment)

**Existing and Proposed  
General Plan Designation:**

Business Park

**Current and Proposed  
Zoning:**

Planned Development #2-12  
(Industrial Research)

**Lot Size:**

88,470 square feet (2.031 acre)

**Existing Use:**

Vacant

**City Council Goals 2014-16**

Goal: Drive Innovation and Economic Vitality

Objective: Develop Davis as a visitor destination

**Public Outreach Efforts**

The City and the applicant have conducted neighborhood and community outreach in the efforts summarized below. (See also section on neighborhood comments, page 14.)

**Applicant Outreach**

The applicant has reported efforts to seek comments from neighborhood residents, both prior to application submittal and concurrently with City review (see applicant's summary, <http://cityofdavis.org/home/showdocument?id=5894>). The applicant has also solicited comments from the Davis Chamber of Commerce and the Yolo County Visitors Bureau.

**Neighborhood Meeting**

By invitation, staff attended a meeting with several neighbors on June 23<sup>rd</sup> to discuss the proposed project and potential impacts on surrounding residential areas. The neighborhood meeting included a staff presentation of the entitlement process and a description of the permitted and conditional uses currently allowed within the Planned Development. The residents shared their concerns regarding the proposal with the hotel use being the foremost objection. The transient nature of the hotel business and the 24 hour operation were of greatest concern. Other items of concern included the building massing, privacy concerns regarding windows facing the rear yards of the homes along Albany Avenue, noise associated with the swimming pool, an increase in nonresidents in the area, vehicular and foot traffic, and concern about the suitability of the site for a hotel given the distance to the nearest freeway interchange.

Staff offered to hold additional neighborhood meetings with or without the applicant if the residents were desirous of additional dialogue. The residents attending the meeting reiterated their opposition to the proposed hotel use and did not wish to pursue additional meetings.

**Public Hearing Notice**

Notice of this public hearing was published in the Davis Enterprise and mailed to owners of all property within 800 feet of the area affected by the General Plan and Specific Plan amendments, (exceeding the City standard of 500 feet, to include all of Benbow Court). Comments received will be distributed to the City Council with the agenda packet and before the public hearing (see also section on neighbor comments, page 14).

**Environmental Analysis**

Negative Declaration #4-15 was prepared for the hotel project (Attachment 3). The applicant provided reports from kd Anderson (traffic), Acoustical Engineering Consultants (noise), and Tree Associates (trees), which staff reviewed and found credible. The Initial Study concluded that the project, with mitigation, would not have an adverse effect on the environment.

Other findings of the Initial Study include:

1. Air quality analysis showed implementation of the project would not conflict with or obstruct implementation of any air quality planning efforts or violate or contribute substantially to an existing or projected air quality violation.
2. Work on the site adjacent to the greenbelt, and construction of the storm drain connection to Albany Avenue (and bicycle path replacement) have the potential to affect trees on the public greenbelt and bicycle connection. The Arborist's reports make recommendations that should prevent detrimental impacts to the majority of the trees. Five trees (four Canary Pines and a callery pear) are required to be protected as feasible. Because future health of these trees cannot be ensured, the applicant is also required to provide security for compensation to the City's tree preservation fund if the trees are compromised.
3. Although burrowing owls have not been observed on the property, and Swainson's hawks are not known to nest near the site, a pre-construction survey and appropriate protections would reduce impacts to raptors to less-than-significant levels.
4. The proposed project would generate direct and indirect greenhouse gas emissions (GHG) that contribute to climate change impacts. Because the proposed project's net increase in operational GHGs would not be substantial with respect to mass emission thresholds that have been recommended by other air districts for analyzing stationary sources, the project would be consistent with the goals mandated by AB32, GHG emissions would not be cumulatively considerable, and impacts would be less-than-significant.

Members of the Planning Commission noted that mitigation measures addressing impacts to trees used the term "should," and questioned the enforceability of the requirements. The wording has been changed to "shall" in the attached Initial Study. All mitigation measures have been accepted by the applicant, as required by CEQA.

#### **Planning Commission Public Hearing, Site Visit, and Recommendation**

The Planning Commission held a public hearing on the project applications on August 28, 2016. There was extensive public testimony on issues of neighborhood compatibility, privacy and aesthetics, economic development, access, and economic and fiscal impacts. The Commission concluded that a site visit and simulations would be required before it made a decision, and continued the matter to its next meeting on September 14, 2016.

Between the two regular Commission meetings, on Wednesday September 7, the Planning Commission held a special meeting to view the site from the greenbelt adjacent to 2750 Cowell Boulevard. The main purpose was to allow Commissioners and the public to view the proposal in context of the site, the adjacent greenbelt, and nearby residential homes. The applicant arranged for balloon pillars to demonstrate the height of the building (top of blue balloon) and upper story windows (red balloons). The applicant also arranged for a drone to display views from the upper-story windows on a monitor. Although the wind increased during the meeting, staff believes the site visit was a useful exercise.



During the site visit, the applicant's architect also presented an option for on-building screening to protect privacy of residences to the south (See Attachment 1, sheets A17 and A18).

On September 14, the Planning Commission took additional public testimony, and received responses to questions asked of staff during the initial meeting relating to neighborhood access to the swimming pool and electric vehicle chargers; wayfinding and freeway access for hotel guests; and impacts to on-site trees, trees on the adjacent greenbelt, and trees on the bicycle connection from Cowell Boulevard to Albany Avenue. (See Planning Commission supplemental staff report at <http://cityofdavis.org/home/showdocument?id=6052>)

In conclusion, the Commission passed, with 4-3 vote, a motion that the Commission cannot move ahead with recommending approval of the applications. Commissioners voting in favor of the motion cited what they believe to be inconsistency with the City Council criteria. There was stated confusion on how the Commission was to address the City Council criteria. Staff responded by requesting that the Commission focus on the criteria that was related to land use matters but some Commissioners voiced concern that the criteria was not elaborated on in the staff report and that the Commission was not given direction in the staff report on how to utilize the criteria in their review of the proposal.

The Commission did not structure its discussion to include point-by-point comments on the City Council criteria for consideration of hotel proposals. Commissioners supporting the motion noted concerns about neighborhood impacts, building height, level of environmental review, enforceability of mitigation measures, impacts to the adjacent greenbelt, alternative uses for the property, distance from downtown and neighborhood services, site access, and concern about lack of clarity for how the City Council criteria was to be utilized by the Commission.

Other Commissioner comments reflected support for efforts by the applicant to address neighborhood issues, expectation of a mixed-use neighborhood, good access to transit, and potential impacts from alternative permitted uses for the property.

### **Project Analysis**

This staff report includes analysis of the following aspects of the project review:

1. Consistency with General Plan, South Davis Specific Plan, and PD #2-12 Principles (page 9)
2. Aesthetics (page 12)
3. Sustainability (page 13)
4. Neighborhood Comments and Privacy Impacts (page 14)
5. City Council Criteria for Evaluation of Hotel Proposals (page 17)
6. Summary of Applications and Recommendations (page 20)

Each of these six sections includes staff analysis and recommendations.

#### **1. Consistency with General Plan, South Davis Specific Plan, and Zoning (PD #2-12) Principles**

The site is designated for Business Park use on the General Plan Land Use Map. The intent of the Business Park designation is to provide locations for administrative, professional, government and medical offices and non-polluting science, technology, light manufacturing and ancillary warehouse facilities in a pleasant, pedestrian-oriented mixed-use environment featuring freeway and airport access, a variety of amenities and high-quality architectural and landscape design. The General Plan notes that a “Business Park” is intended to provide a mix of uses such as office/R&D combined with health clubs, day care centers, incubator spaces, and secondary residential uses. Hotels are not explicitly identified as permitted uses within this designation.

Planned Development (PD) #2-12, comprised of the subject site and the adjacent Davis Diamonds parcel, was created to allow commercial recreation uses within the industrial research planned development. The purpose of the PD is to provide an environment for and conducive to the development and protection of modern, large-scale administrative facilities, research institutions, specialized manufacturing organizations, and commercial recreation, all of a non-nuisance type. Permitted uses include customary I-R uses of administrative offices, laboratories, research, and light manufacturing. Retail uses such as restaurants and auto service stations, necessary to serve and appropriate to the I-R district, are conditionally permitted. The Planned Development has height limitations of three stories and 50 feet. Pursuant to Section 40.32.010 of the Davis Municipal Code, the purpose of the Planned Development districts is to allow diversification in the relationship of various buildings, structures, and open spaces...and the allowable heights of such buildings and structures, while ensuring substantial compliance with the regulations...and to encourage variety in the physical development pattern of the city.

Staff finds that an extended stay hotel can be an appropriate addition to the mix of uses found in a Business Park / Light Industrial area. The neighborhood of the project site includes residential (single-family and multifamily), office, recreational facilities (Davis Diamonds and Playfields Park), and is proximate to the Interland office/tech center and Oakshade shopping center. The hotel rooms can provide space for visiting researchers and company officials from outside Davis, while the meeting rooms can support the needs of local businesses. In addition, more hotel rooms near the downtown and the UC Davis campus would support other economic development goals and activities, including the General Plan polices to “Increase attractions and amenities that bring people to the Core” and “Promote Davis as a destination for visitors with interests in eco-tourism, university/academic events, culture and arts, and downtown shopping.” Following



discussion at the Planning Commission meeting regarding the extent of the General Plan Amendment, staff is recommending the additional language conditionally permitting a hotel use be limited to the area on Cowell Boulevard between Drummond Avenue and the eastern terminus of Research Park Drive.

A hotel use is similar to the restaurant and service station retail conditionally permitted under the Planned Development, and staff has concluded that the requested modification to the zoning is supportable.

The South Davis Specific Plan identifies the site for “Industrial, Industrial Research & Office Uses.” The goal of the non-residential land use areas is to provide commercial, office, and industrial-research facilities that meet the employment and service needs of the residents of South Davis as well as the entire City. The land-use principles of the South Davis Specific Plan call for an office and industrial strip of land along Chiles Road [now Cowell Boulevard] to serve to provide a noise buffer to Interstate 80, and to provide a more aesthetic design than a large continuous sound wall. The SDSP goal for non-residential uses is to provide commercial, office, and industrial-research facilities that meet the employment and service needs of the residents of South Davis as well as the entire city. Staff finds the proposed hotel as potentially appropriate in this area, similar to the determination for General Plan and Planned Development consistency.

The South Davis Specific Plan also includes four guidelines for non-residential development along northerly Cowell Boulevard:

- Buildings shall be set back 50 feet or more from the street. *Staff note: The majority of the hotel building would be approximately 60 feet from the Cowell Boulevard property line. The entry feature would be 48 feet. The building articulation improves the appearance of the structure, and staff finds the project consistent with the intent of this guideline.*
- Seventy-five percent of required parking shall be completely screened by a landscaped berm. *Staff note: No landscaped berm is proposed at the Cowell Boulevard frontage. However, all but 21 of the 108-112 vehicle parking spaces are located to the rear or side of the building. Staff finds the project consistent with the intent of this guideline*
- Twenty percent of the site area shall be landscaped. *Staff note: The South Davis Specific Plan was adopted in 1987. The plan does not necessarily reflect the City’s current goals to maximize existing inventory [of land for innovation development] to increase development certainty and flexibility, support retention and growth of innovation businesses, and maximize revenue opportunities. This guideline also does not reflect a more urban design standard seen in Davis in the past decades. Staff recommends the South Davis Specific Plan be amended to allow flexibility in landscaped area, as established in a Planned Development, for the area on Cowell Boulevard between Drummond Avenue and the eastern terminus of Research Park Drive. The project meets the minimum ten percent landscaping standard of the Zoning Ordinance.*
- Buildings, walls, and landscaped berms shall be designed generally parallel with Interstate 80 to form a functional noise barrier. *Staff note: The project is consistent with this guideline.*

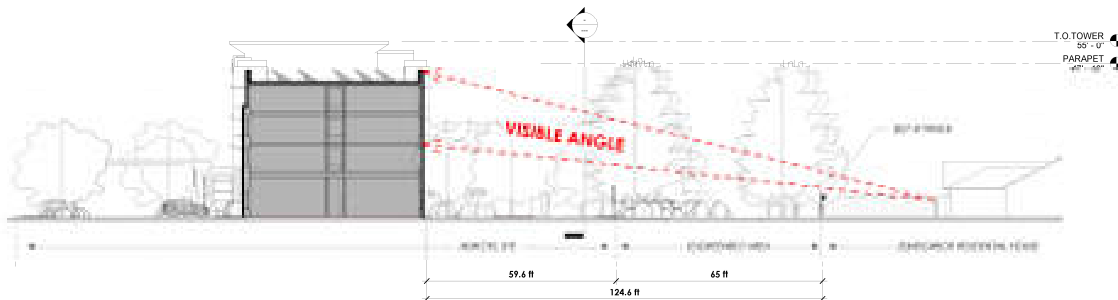
In addition, the proposed project exceeds the intensity anticipated in the General Plan and Planned Development. The GP Business Park category has a maximum floor area ratio of 50 percent, with an additional 15 percent for the housing component of a mixed use project. The proposed project has a FAR of 85 percent. The tower component of the proposed project exceeds the Planned Development's height limit of 50 feet by five feet (which can be approved as a Minor Modification), and the four-story structure exceeds the three story limitation in the Planned Development.



Rendering from Cowell Blvd frontage

As an example of scale, the Hyatt Place hotel on the UC Davis campus was originally built with 75 rooms and recently expanded to a total of 150 rooms. It has four stories, and is approximately 60 feet high. The New Harmony apartment buildings at Cowell Boulevard and Drummond Avenue are three stories and 41'6" to roof peak. The Davis Diamonds building, adjacent to the project site, is a tall one-story structure at approximately 32 feet to the peak of the roof.

The applicant has prepared photosimulations showing the visual impact of the hotel from the residential properties to the south, on the other side of the greenbelt. (See submittal packet, exhibit A13). Because of the rear-yard fences and the trees on the greenbelt, much, but not all, of the building is shielded from view by neighborhood residents. Future privacy and landscape screening considerations are discussed further in the neighborhood comments section of the staff report.



Line of sight exhibit from the rear yard of the Albany Avenue homes

**Recommendation:** Staff has concluded that the consistency with General Plan and Planned Development goals can be met, and recommends approval of the General Plan Amendment, South Davis Specific Plan Amendment, and Planned Development Amendment, along with conditions of approval for the Conditional Use Permit and Design Review to ensure proper integration into the community in areas such as sustainability, operation, and parking management.

## 2. Aesthetics

The site is in a prominent location, with excellent visibility from Interstate 80. The four-story structure would be taller than the predominant one- and two-story buildings existing along Cowell Boulevard and Chiles Road but the overall height is generally consistent with the 50' maximum currently allowed under the Planned Development zoning.

The site is constrained by its shape and size, and the proposed building is necessarily linear in nature. Staff's efforts have focused on mechanisms to reduce the appearance of building mass while adding warmth and texture to the façade. Changes from the original concept plans include:

- ♦ Reduction in overall building height from 51'11" to 47'10" (parapet) and from 58'11" to 55' (tower), and moving the building approximately 15 feet toward Cowell Boulevard, in response to neighborhood comments;
- ♦ Removal of two parking spaces near the common outdoor area on the north side to provide additional space for landscaping and building detail;
- ♦ Façade changes including vertical articulation, stone base materials at differing heights to add visual interest, window shades and spandrel glass at the main tower, and a greenwall concept at the front patio area;
- ♦ Consultation with the City's Program Manager for Arts & Culture regarding opportunities for public art on the building and grounds, particularly the prominent west-facing elevation;
- ♦ Enhanced bicycle parking areas and accommodations.

Signage for the building is anticipated to be predominantly on the tower feature, with additional ground-level and monument signs to identify the site from Chiles Road.

**Recommendation:** Staff appreciates the efforts of the applicant and project architect to refine the project design through the planning review process and recommends approval of the Design Review subject to the following:

In addition to standard Design Review conditions of approval, staff recommends the following additional conditions:

1. The fence between the hotel and the greenbelt shall be wrought iron or similar open design above a height of 3-4 feet (lower portion solid, to shield vehicle headlights), subject to review and approval by the Department of Community Development and Sustainability. The fence adjacent to the fire lane (where there are no parking spaces) shall be open from the ground up. All fences will be on private property and the property owner shall be responsible for installation and maintenance. (Condition 45)
2. Prior to the issuance of permits, preliminary exterior paint colors (and materials) shall be submitted for review and approval by the Community Development & Sustainability Department. (Condition 68)
3. The applicant shall work with the City of Davis Program Manager for Arts and Culture with the goal of incorporating art by local artists, particularly on the western elevation and areas facing Interstate 80. (Condition 67)

The Industrial Research zoning district allows a maximum of 100 square feet of signage for a building with frontage exceeding 73 feet. In contrast, the Commercial Highway zoning district allows twice the sign area. The recommended amendment to PD #2-12 allows sign area for conditional uses to be determined by the Director of Community Development and Sustainability, reflecting consistency with the principles of the City-wide sign design guidelines. Staff anticipates the final sign program for the project will be approved administratively, reflecting the site's location and neighborhood context.

### **3. Sustainability**

The project would be subject to standard City requirements, including stormwater best management practices and mandatory CalGreen Tier 1 building code requirements with 15% compliance margin for exceeding energy code. The applicant has committed to achieving LEED Gold certification from the US Green Building Council. Additional sustainability components include:

- ♦ Photovoltaic panels on the rooftop and parking lot carports anticipated to generate over 290 kilowatts of electricity (estimated approximately 90 percent of annual electrical demand), with a commitment to purchasing any remaining electricity from offsite renewable sources through the proposed city of Davis Community Choice Energy JPA;
- ♦ Energy Star refrigerators and dishwashers in guest rooms, and Energy Star washers in guest laundry
- ♦ Rooftop solar thermal to serve guest rooms, laundries, and staff kitchen
- ♦ EV charging stations in the parking lot
- ♦ Bicycle parking and loaner bicycles for guests, and a separate secured bicycle parking area for employees. The hotelier would also provide maps and wayfinding assistance through signage.
- ♦ Points incentive program for guests who use alternative transportation
- ♦ CNG shuttle bus to connect to airport, UC Davis, other destinations

**Recommendation:** Staff recommends the above provisions be included as conditions of approval for the conditional use permit (Condition 90). Minor modifications are subject to review and approval by the Director of Community Development and Sustainability, while major revisions could require Planning Commission hearing and alteration to the CUP.

Staff notes that the General Plan description of "Business Park" speaks to a pedestrian-oriented environment. The site is adjacent to a greenbelt providing bicycle and pedestrian access to destinations such as UC Davis and the Oakshade Town Center. However, Cowell Boulevard is very wide and lacks the landscape buffer encouraged by the City's Greenstreet policy interpretations. The project proposal includes installation of a Rapid Rectangular Flashing Beacon, and bus stop area to provide improved access across Cowell to bus riders. Recommended conditions of approval include a requirement for staff and the applicant to explore opportunities for installation of landscaping within the right-of-way between the sidewalk and Cowell Boulevard. Staff is also recommending a condition that the applicant restripe Cowell Boulevard to include a two-way left-turn lane in front of the site, to improve vehicle movements onto and off of the property.

#### **4. Neighborhood Comments and Privacy Impacts**

All three Planning Commission meetings included public testimony. While there were speakers in support of the project, comments from neighborhood residents primarily expressed opposition to the proposal.

At the request of staff to receive comments in writing from objecting neighborhood residents, a neighborhood resident summarized neighborhood concerns as follows:

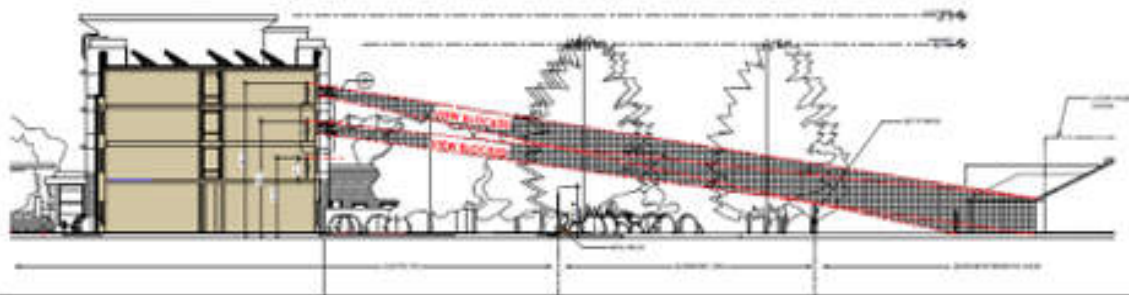
- ◆ *Safety; i.e. adjacency to a neighborhood with a high density of very young children. Access via green belt it immediately next door to the hotel and multiple Albany entrances/parks*
- ◆ *Lighting*
- ◆ *Height of the hotel*
- ◆ *Adjacency to the immediate neighbors. The hotel plans, even with their recent adjustments to the plans, still locate the hotel only feet away from the backyards of residence.*
- ◆ *24/7 business being a nuisance to the neighborhoods*
- ◆ *Transient nature of the business*
- ◆ *Overall esthetics in terms of large scale building near one story homes. Note the nearby low income housing building that sticks out like a sore thumb*
- ◆ *No investment into local community, large corporation w/no skin in the game in Davis vs. local business*

Staff does not consider the last issue (owner investment vs. local business) to be germane to the land use applications. However, the other issues are relevant to the question of whether the City Council should approve the General Plan, South Davis Specific Plan, and PD Amendments, and the Conditional Use Permit.

Community Development staff consulted with the Police Department about the safety comment made by the resident. The Police Service Specialist Supervisor noted that the Police Department does not see a safety issue or impacts to the community from a hotel in this location, provided it has lighting consistent with the City's Outdoor Lighting Control Ordinance. Lighting would be subject to review during building permit to ensure glare impacts are minimized. The potential for a hotel bar was specifically noted as a source of concern during earlier neighborhood discussions. The applicant has stated that alcohol sales will be limited to beer and wine (no hard alcohol). The Police Department has not expressed any concern with the bar operation, and will have the ability to review the necessary alcohol license.

Privacy impacts to nearby residents are a key factor in neighborhood objections to the proposal. The hotel structure would have a 42-58 foot setback from the south property line, the greenbelt is approximately 65 feet wide in this location, and there is a fence between the greenbelt and the residences. The majority of the homes on this portion of Albany are single-story. Because of the existing trees on the greenbelt, there would be minimal impacts (see, Exhibit A13 in application packet). The applicant has offered to plant additional screening trees in the greenbelt where necessary for increased screening which is included as a condition of approval. The ultimate placement of any proposed screening plantings will be subject to review by the City Arborist to ensure that new trees would not be detrimental to the trees that are already on the greenbelt.



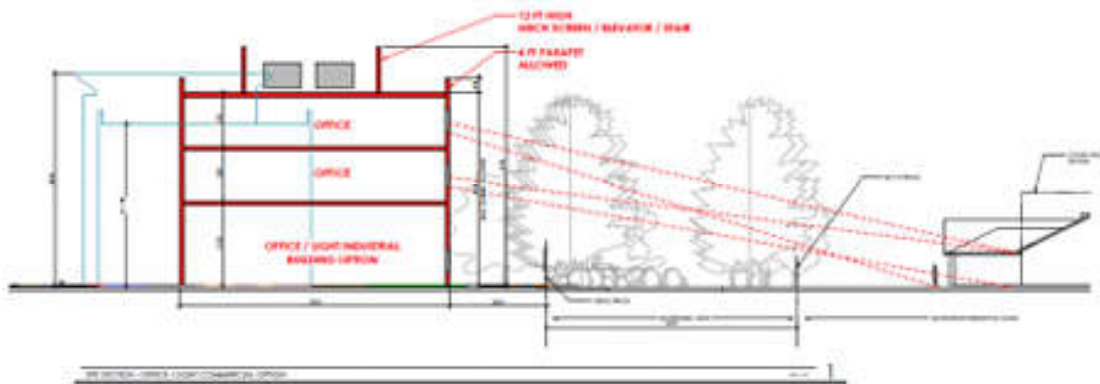


Line of sight exhibit with privacy screens incorporated on 3<sup>rd</sup> and 4<sup>th</sup> floor rooms (shading shows views **BLOCKED** utilizing proposed window screens).

During the Planning Commission site visit, the applicant's architect presented an option for on-building screening to reduce privacy impacts for residences across the greenbelt (see drawing, above). Staff recommends an additional condition of approval (Condition 66) for the Design Review and Conditional Use Permit entitlements:

Building plans shall be revised to include screening to reduce privacy impacts on residences to the south as shown in new Exhibits A17 and A18, or equivalent, to the satisfaction of the Director of Community Development and Sustainability.

At the request of the staff, the applicant's architect prepared a massing study showing one potential building that could be constructed on the site under the existing zoning and South Davis Specific Plan standards. The study shows a 50' light industrial and office building, with setbacks consistent with those in the Light Industrial zoning district. (See applicant exhibits A19 and A20).



Massing study of a building that could be constructed under existing zoning standards (blue line in the background is the proposed hotel)

The study shows this hypothetical building could have greater impacts to neighborhood privacy than the proposed hotel, primarily due to the lesser (25 foot) rear setback to the south.

In addition to offices and research uses, permitted uses under the existing planned development include experimental laboratories, electronic manufacturing, food manufacturing, and commercial recreation. Any of these uses could potentially operate during evenings or at night, and raise neighborhood compatibility issues over noise, aesthetics, or traffic. The City would have limited ability to deny an application for a permitted use, or require significant design changes for projects consistent with zoning standards.

Staff also notes that the noise analysis found that the proposed hotel building will actually reduce transportation noise at residences along Albany Avenue due to shielding of traffic noise from Cowell Blvd., Interstate 80, and the nearby rail line. The 338' long and almost 48' tall building will block a majority of the line of site to the backyards of these residences resulting in an estimated 9 dBA of attenuation for homes directly behind the hotel. The Davis Hyatt House project will add some non-transportation noise sources to the site including HVAC equipment, pool equipment, landscaping maintenance, and general activity in the parking lot and around the building. The decrease in transportation noise at the residences will more than offset any increases from non-transportation sources.

**Recommendation:** Staff finds that the project is not likely to become a nuisance to the neighborhood. Other permitted and conditionally-permitted uses in the Planned Development, including Davis Diamonds, also have the potential to attract visitors to Davis or operate during expanded business hours. The hotel will have staff to ensure that there are no noise or other impacts on the neighborhood. Staff recommends the following CUP conditions of approval addressing nuisance concerns (Conditions 100-105):

- ◆ The use shall be conducted in a manner that promotes good neighbor relations. The owner shall provide up-to-date contact information to all adjacent neighbors with the name(s) and phone number(s) of persons who can be contacted and correct problems immediately, including excessive noise. The applicant shall make a good faith effort to inform and ensure that the employees and visitors respect the quiet of adjacent neighbors during activities held at the property, as well as when arriving and departing from the property.
- ◆ The hotel shall have front-desk and management or security staff on premises at all times
- ◆ Security staff shall patrol the parking lot no less frequently than once per hour during times of darkness
- ◆ The parking lot shall have security cameras and lighting consistent with the City's Outdoor Lighting Control Ordinance, subject to review and approval by the Police Department at the time of building permit issuance.
- ◆ The fence between the hotel and the greenbelt shall be wrought iron or similar open design above a height of 3-4 feet (lower portion solid, to screen vehicle headlights), subject to review and approval by the Department of Community Development and Sustainability. The fence adjacent to the fire lane (where there are no parking spaces) shall be open from the ground up. All fences will be on private property and the property owner shall be responsible for installation and maintenance.
- ◆ Alcohol sales at the bar are limited to beer and wine only, with no sales of hard alcohol.

### **5. City Council Criteria for Evaluation of Hotel Proposals**

This spring, the City Council discussed pending hotel applications (this proposal and the proposed Marriott Residence Inn on Fermi Place), reviewed analyses of the market prepared by a hospitality consultant under contract with the City, and adopted criteria for evaluation of hotel proposals (See Attachment 8). Responses from the applicant regarding the adopted criteria are included within Attachment 1.

The Council's action to adopt the criteria for evaluation of hotel proposals does not provide formal direction on how the criteria are to be used. Only the City Council can determine how much weight to be assign to each criterion, and how many must be "met" for a project to be approvable. The Council should also consider the findings required for each of the requested applications. Specifically, approval of a Conditional Use Permit requires a finding that the use will not become a nuisance that appropriate conditions will be met.

During the Planning Commission review, some Commissioners cited inconsistency with the criteria as the basis for their inability to recommend approval of the applications. Commissioners expressed concern with the way the criteria had been presented in the staff analysis, and cited a lack of clarity in whether the criteria were intended to be used to guide Planning Commission recommendations.

The Commission did not structure its discussion to include point-by-point comments on the City Council criteria. Staff has reflected a summary of comments by individual Commissioners below.

#### **Staff finds that the project, with recommended conditions of approval, is generally consistent with the following criteria:**

- A Proximity to demand generators, including international businesses, sports facilities, and UC Davis. The site is proximate to the Interland-University Research Park, UC Davis, and Playfields Park.
- B Pedestrian and bicycle access and accommodations, including loaner bicycles. The project includes loaner bicycles for guests (Conditions 89 and 90). Bicycle parking for guests is provided near the front entrance of the building. The site is located with direct access to a robust off street greenbelt/bicycle path network (see exhibit) and allows for ready access to the community without a need to use vehicles or cross streets. The project also includes secure bicycle parking for hotel employees.
- C Visibility and accessibility from Interstate 80. Planning Commissioners noted that the site is highly visible from Interstate 80, but not proximate to either the Mace Boulevard or Richards Boulevard interchanges. Staff notes that the general practice of on-line or telephone reservations, loyalty programs, and GPS navigation has reduced the benefit of immediate freeway visibility/offramp access in hotel marketing. In addition, extended-stay hotels would likely gain less benefit from freeway accessibility, because guests are anticipated to have limited freeway trips once they arrive at the hotel.

- E Proximity or access to public transit. The Unitrans W line provides services on Cowell Boulevard to/from the UC Davis campus. The application includes improvements to Cowell Boulevard, including a Rapid Rectangular Flashing Beacon to aid pedestrian crossing and an enhanced waiting area for the bus stop. Real-time information on bus schedules is readily available by smartphone app.

Following the Planning Commission discussion of the Fermi Place (Residence Inn) application, staff has verified that a hotel guest may be eligible to use Davis Community Transit services within Davis by providing a certification document from their home paratransit service or submitting an application for temporary status.

- G Existing zoning. The proposal requires the following amendments to the Planned Development:
- ◆ Addition of a hotel as a conditionally permitted use
  - ◆ Increase in number of allowable stories from three to four (building height limitation of 50 feet unchanged)
  - ◆ Sign area exceeding Light Industrial standards, to be established through Design Review
  - ◆ Recreational facilities permitted outside an enclosed building.

Staff has concluded that these amendments are appropriate for this Planned Development district. The increase in number of allowable stories does not change the allowable building height. Conditionally allowing the hotel use allows the City to impose requirements for the protection of adjacent properties and the public interest, through processes outlined by the Zoning Ordinance.

- H Sustainability, including commitment to CalGreen Tier 1. LEED Gold or higher is encouraged. Desirable components could be on-site generation of renewable energy, water conservation practices, LED lighting, and similar measures. Sustainability commitments are discussed on page 13 of this report. Staff finds the sustainability proposal to be exceptional, and appreciates the components supporting Community Choice Energy.

- I High-profile brand not provided elsewhere in the City of Davis. Staff notes that there is no Hyatt-branded hotel in the City of Davis. Although the City does not have the ability to regulate product or brand name through its land-use authority, the applicant team has experience delivering name-branded hotel developments.

- J Transportation demand management commitments, including a shuttle service to airport and conference facilities The project includes a CNG shuttle to provide on-demand service to the airport and other destinations (Condition 90).

- K Anticipated revenue to the City of Davis (including TOT, property tax, sales tax, and Development Agreement commitments). The Finance and Budget Commission discussed the potential fiscal impacts of the hotel proposals at their September 12th meeting. Conclusions of the Finance and Budget Commission are included as Attachment 10 to

this staff report. In summary, the Commission concluded that the Hyatt House would likely result in a net fiscal benefit of hundreds of thousands of dollars annually to the City of Davis.

- L Commitment to high-quality architectural treatments that reflect the community and neighborhood context. As discussed earlier in this report, the project revisions requested by staff further consistency with this criterion.
- M Integration of project amenities such as public art. Condition 67 speaks to efforts to pursue art by local artists.

**The Council will need to determine its comfort with the following criteria:**

- D Site location, product characteristics and amenities, and desirability for extended stay travelers (restaurants, groceries, neighborhood services, etc.). Some Planning Commissioners commented that the location is not adequately proximate to shopping and services. Restaurants and groceries within the area include those at Oakshade Town Center, which is approximately 14 minutes walking and six minutes cycling distance all with immediate access to the off street greenbelt network (per Google Maps). Downtown Davis is also accessible by bicycle via the Putah Creek Parkway or Pole Line Overpass. Staff has concluded that this location, in a mixed-use neighborhood, is appropriate for an extended-stay hotel. Guests are anticipated to enjoy the benefits of proximity to nearby greenbelts for transportation and recreational uses, and the nearby supplies and services that serve the surrounding neighborhood are convenient for hotel guests.
- F Proximity to residences and neighborhood compatibility. The site is proximate to residential uses, particularly the single-family homes on Albany Avenue south of the greenbelt. The majority of the public testimony opposing the application at the Planning Commission meetings addressed issues of compatibility, as did much Commissioner comment. As discussed in the sections on General Plan and Zoning Principles and neighborhood issues, staff believes that this proposal, given appropriate conditions, is an approvable project. Recommended conditions address privacy, noise, security, and other issues raised by opponents to the proposal.
- N Demonstrated team experience and capability for both the development and operation of a first-rate hotel facility
- O Demonstrated financial capacity for project delivery, if approved

Developer information has been provided in Attachment 1.



## 6. Summary of Applications and Recommendations

- A Mitigated Negative Declaration #4-14 analyzing the effect on the environment with specific focus on trees, roadways, noise, and air quality.

**Recommendation:** Staff recommends the City Council determine that the Initial Study and Negative Declaration (Attachment 3) adequately assess the potential impacts of the project, and that recommended mitigation measures reduce any potential environmental impacts to less-than-significant levels. Mitigation measures to address potential impacts to trees and to raptors are included.

- B Amendment to the General Plan.

**Recommendation:** Staff recommends the City Council adopt a resolution (Attachment 4) to add hotels as conditionally permitted uses within the Business Park land use designation, between Drummond Avenue and the eastern terminus of Research Park Drive, with a maximum Floor Area Ratio of 100 percent.

- C Amendment to the South Davis Specific Plan.

**Recommendation:** Staff recommends the City Council adopt a resolution (Attachment 5) to allow the percent of a non-residential site between Drummond Avenue and the eastern terminus of Research Park Drive that is required to be landscaped to be established in a Planned Development.

- D Amendment to Planned Development # 2-12

**Recommendation:** Staff recommends the City Council adopt an ordinance (Attachment 5) to add hotels as conditionally permitted uses within the Planned Development, with a maximum building height of four stories and 50 feet (unless adjusted through Minor Modification), add outdoor recreational areas to the list of uses that are not required to be wholly contained within a building, and allow sign dimensions and location to be established for Conditional Uses, subject to review and approval by the Director of Community Development and Sustainability.

- E Conditional Use Permit for the extended-stay hotel

**Recommendation:** Staff recommends the City Council approve the Conditional Use Permit, based upon the findings and subject to the conditions in Attachments 6 and 7. Specifically, staff recommends the City Council find that the proposed use will not constitute a nuisance and that any additional conditions stipulated by the Commission and Council have been or will be met (see recommended additional conditions in response to neighbor comments, page 17). Specific Conditional Use Permit approvals include a four-story 120-room extended stay hotel with guest lobby, bar, guest gathering/meeting room, fitness room, and outdoor common area and swimming pool. This Conditional Use Permit also allows project signage to deviate from the size and location requirements of the Zoning Ordinance, subject to review and approval of the Director of Community Development and Sustainability.

- F Minor Modification to reduce required parking by up to ten percent and allow the building tower to exceed the otherwise-allowable height by ten percent.

**Recommendation:** Staff recommends the City Council approve the Minor Modification reducing required vehicle parking spaces from 120 to 108, and allowing the building tower to be 55 feet when 50 feet is the maximum height established in the Planned Development, based upon the findings and subject to the conditions in Attachments 6 and 7. Staff finds that the reduction in parking spaces is consistent with the City's goals for alternative transportation modes, and the increased height of the tower provides interest to the elevation and highlights the entrance to the building.

- G Final Planned Development and Site Plan and Architectural Review.

**Recommendation:** Staff recommends the City Council approve the Final Planned Development (establishing development standards) and Site Plan and Architectural Review for the proposal, based upon the findings and subject to the conditions in Attachments 6 and 7.

### **Conclusion**

Staff has concluded that the proposal is consistent with the goals of the General Plan and the City Council 2014-16 Goals. All potential environmental impacts can be mitigated to less-than-significant levels. The hotel will meet existing needs for hotel rooms and meeting space to serve UC Davis, local businesses and residents. The project will provide a range of employment opportunities for residents of Davis. The City will benefit financially from increased property taxes, sales taxes, and transient occupancy taxes. Staff recommends the City Council approve the applications.

### **Attachments**

1. Applicant Submittals (complete submittal posted at <http://cityofdavis.org/city-hall/community-development-and-sustainability/test-development-projects/hyatt-house-hotel>)
2. Applicant Narrative, including response to City Council criteria for evaluation of hotel applications
3. Initial Study / Negative Declaration (Attachments, including Traffic Impact Study, are at the above link)
4. General Plan Amendment Resolution
5. South Davis Specific Plan Amendment Resolution
6. Planned Development #2-12 Amendment Ordinance
7. CUP, Final Planned Development, and Site Plan and Architectural Review Findings
8. CUP, Final Planned Development, and Site Plan and Architectural Review Conditions
9. Resolution 16-049 Establishing Criteria for Evaluation of Hotel Proposals
10. Finance and Budget Commission Conclusions
11. Correspondence (transmitted separately; not posted)

# HYATT HOUSE - DAVIS, CALIFORNIA

PLANNING DEPARTMENT RE-SUBMITTAL  
8/17/2016

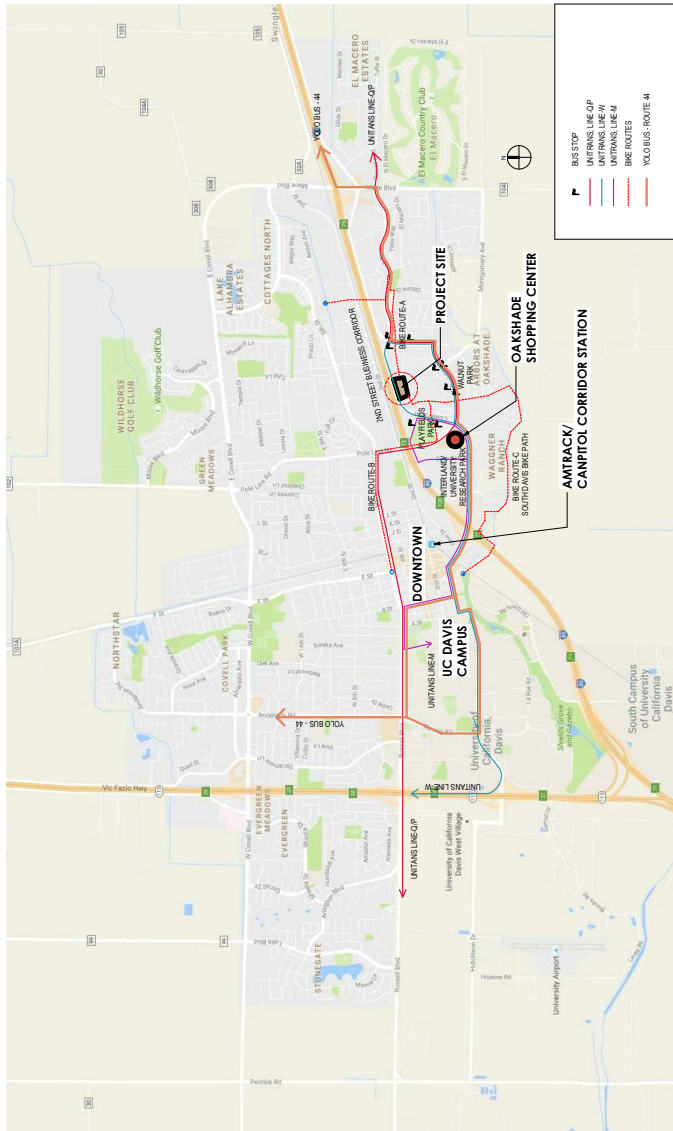
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- A1 - AREA PLAN & SITE AMENITIES
- A2 - PLOT PLANS
- A3 - SITE PLAN
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- A11 - MATERIAL BOARD
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- A13 - NEIGHBORS IMAGES
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- A16 - PROJECT CHANGE NARRATIVES
- A17 - SIGHT LINE STUDY
- A18 - PERSPECTIVE WITH WINDOW SCREEN
- A19 - SITE PLAN AND SITE SECTION COMPARISON

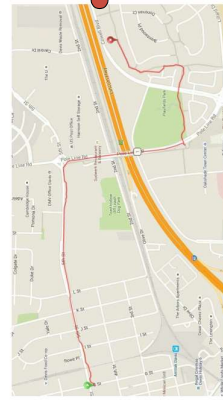
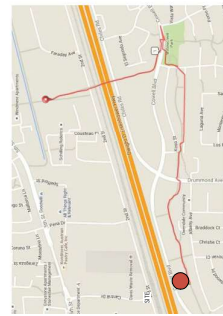


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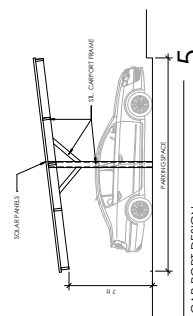
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ARCHITECTURE



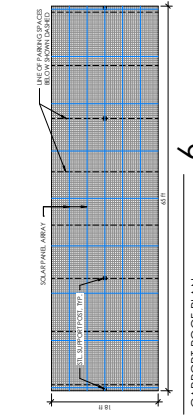
OVERALL AREA MAP



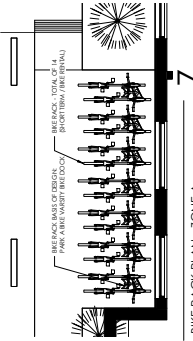
ENLARGED BIKE LANE ROUTE - A, B, & C



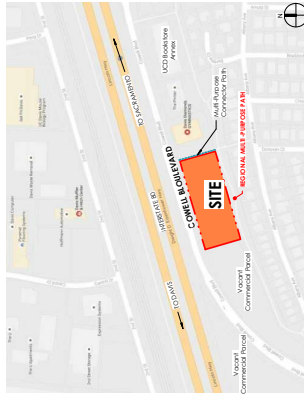
CAR PORT DESIGN



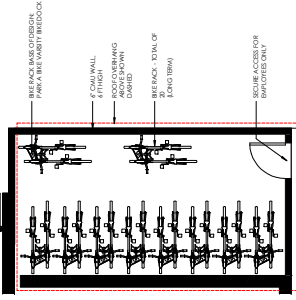
CARPORT ROOF PLAN



BIKE RACK PLAN - ZONE A



SITE MAP



BIKE RACK PLAN - ZONE B

**ROUTE 44**  
Link Updated September 2015

**South Davis-Sacramento Express**  
 Operates on three morning and three afternoon trips, Monday-Friday, between central and south Davis to downtown Sacramento



**Yolo County Transportation District**  
 330 Industrial Way  
 Yuba City, CA 95999  
 (916) 843-0410



09/15/16



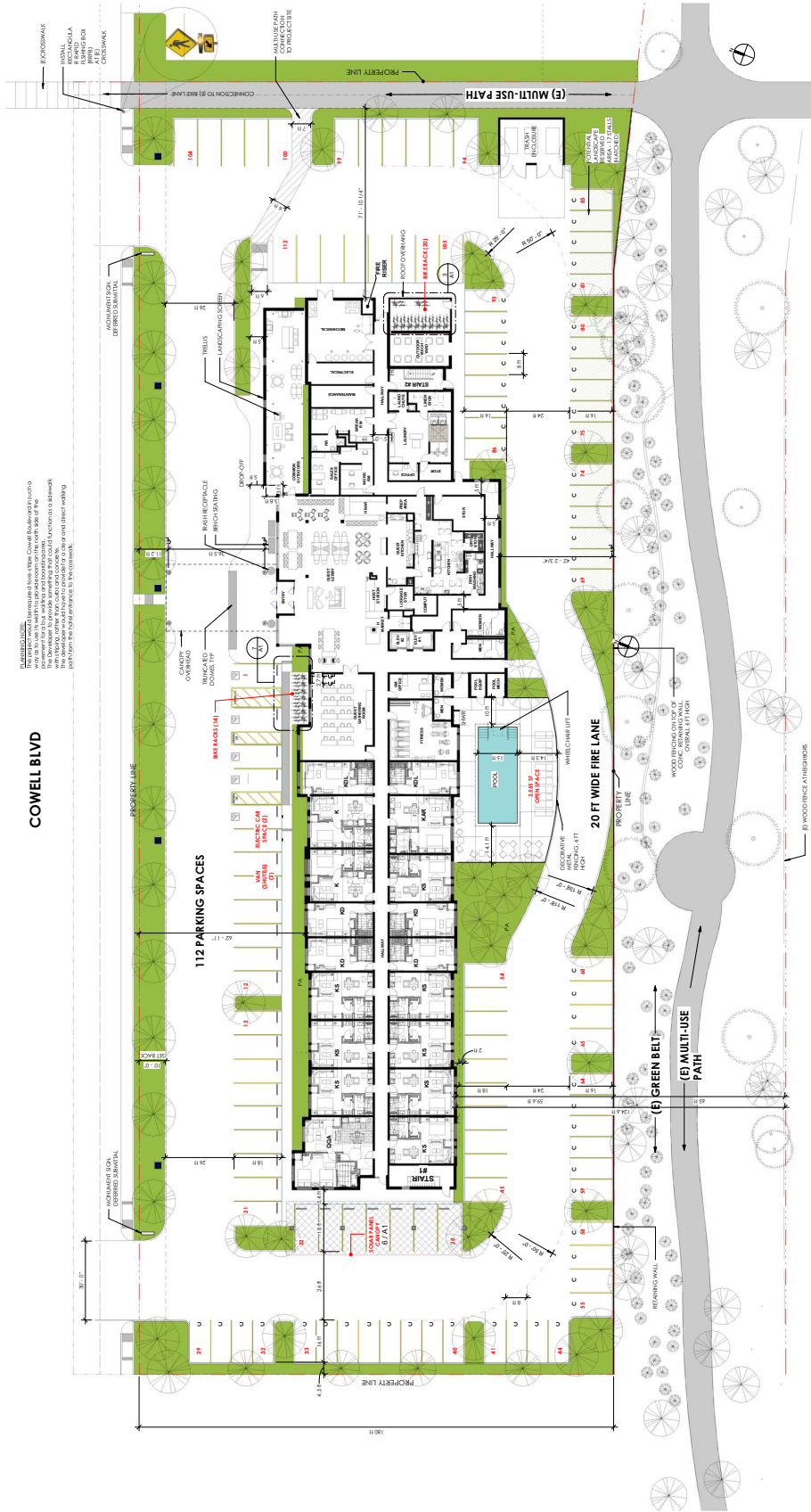
**HRGA**  
 ARCHITECTURE  
 2777 Fair Oaks Boulevard, Suite 200  
 Sacramento, CA 95825  
 916.932.4800 | www.hrga.com

**PLANNING SUBMITTAL PACKAGE**  
**HYATT HOUSE - DAVIS, CALIFORNIA**

**A1**







**ADDITIONAL NOTES:** Review the City of Davis Code Book and the Davis Code Book for all applicable codes. The City of Davis Code Book is available on the City of Davis website. The City of Davis Code Book is available on the City of Davis website. The City of Davis Code Book is available on the City of Davis website.

**COWELL BLVD**

**112 PARKING SPACES**

**20 FT WIDE FIRE LANE**

**(E) MULTI-USE PATH**

**SITE PLAN**



**BIKE RACK BASIS OF DESIGN  
PARK A BIKE - VARSITY BIKE  
DOCK**

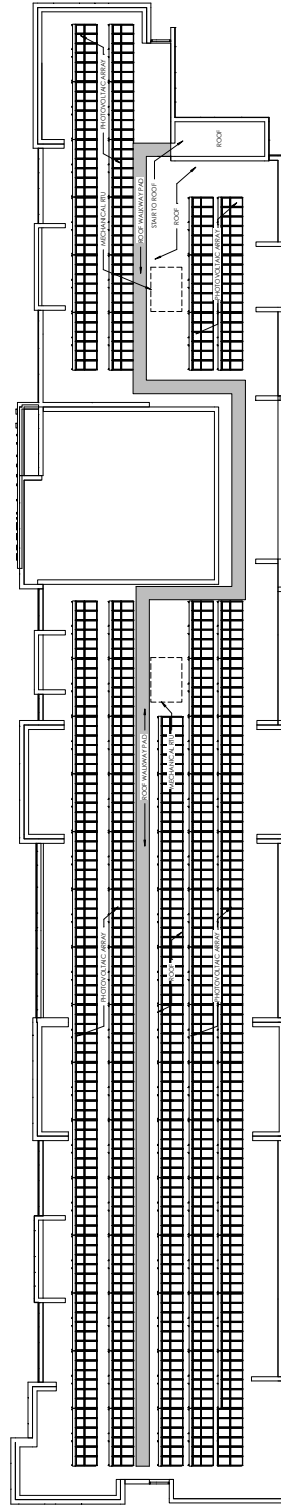
**CODE SUMMARY**  
 Construction Type: R-1 (Residential)  
 Occupancy Types: A-3 (Retail/Lobby), F-1 (Lobby), S-2 (Public Coaches)  
 Building is fully sprinklered  
 MAXIMUM HEIGHT AND STORY: Maximum per SRA-2  
**BIKE RACK BASIS OF DESIGN**  
 Construction Type: R-1/A3-1 HR, F-1/A3-1 HR

**FIRE RATING FOR BALG BELMONT (TABLE D)**  
 STRUCTURAL FRAME: 1 HR  
 FLOOR JOIST: 1 HR  
 BEARING WALL: 1 HR  
 NON-BEARING WALL: 0 HR  
 FLOOR: 1 HR  
 ROOF: 1 HR  
**FIRE RATING FOR SHAW INCLUSURE (TABLE)**  
 FLOOR STORES ON ROOF: 2 HR FIRE BARRIER  
**FIRE RATING FOR INTERIOR STAIR (TABLE)**  
 FLOOR STORES ON ROOF: 2 HR FIRE BARRIER

TYPE	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	TOTAL	AREA	AREA
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51 R	51 R	51 R	51 R
52 R	52 R	52 R	52 R
53 R	53 R	53 R	53 R
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66 R	66 R	66 R	66 R
67 R	67 R	67 R	67 R
68 R	68 R	68 R	68 R
69 R	69 R	69 R	69 R
70 R	70 R	70 R	70 R
71 R	71 R	71 R	71 R





ROOF PLAN  
 3/07/17 1

09/15/14

# A5

RTS PROJECT

**PLANNING SUBMITTAL PACKAGE**  
**HYATT HOUSE - DAVIS, CALIFORNIA**

**HRGA**  
 ARCHITECTURE  
 2777 Fair Oaks Boulevard, Suite 200  
 Davis, CA 95618  
 916.832.4800 | www.hrgha.com

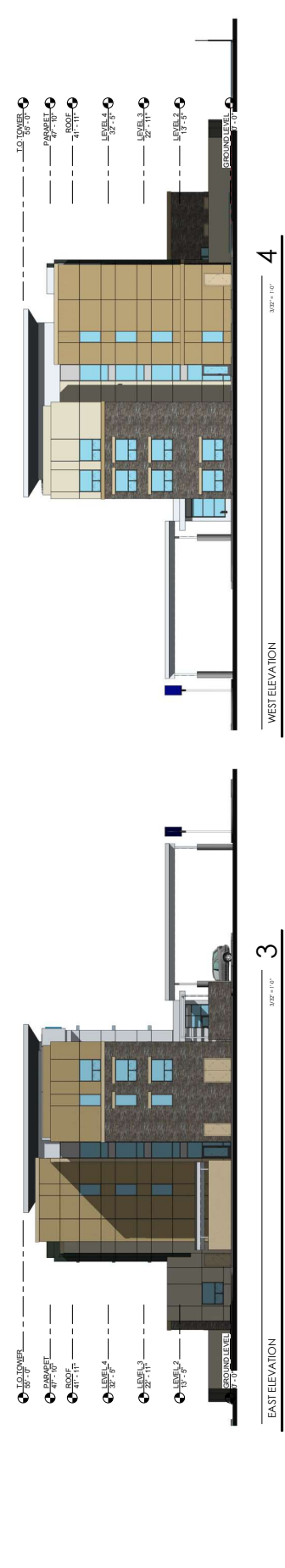






2

SOUTH ELEVATION  
302'-10"



3

EAST ELEVATION  
302'-10"

4

WEST ELEVATION  
302'-10"



PERSPECTIVE

**HRGA**  
 Architecture  
 2777 Fair Oaks Boulevard, Suite 200  
 Sacramento, CA 95825  
 916.482.4800 | www.hrga.com

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**HYATT HOUSE - DAVIS, CALIFORNIA**

09/15/14

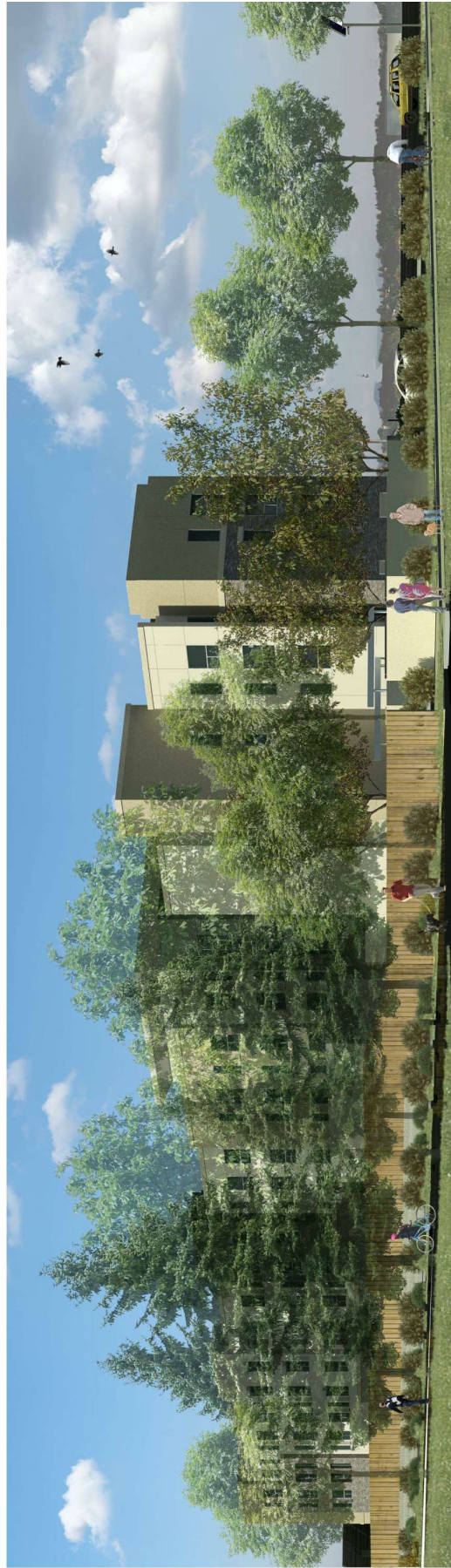
# A8

KTSP-16-0384-04





PERSPECTIVE FROM SOUTHEAST AT GREENBELT\_rev1



PERSPECTIVE FROM SOUTHWEST AT GREENBELT\_rev1

2

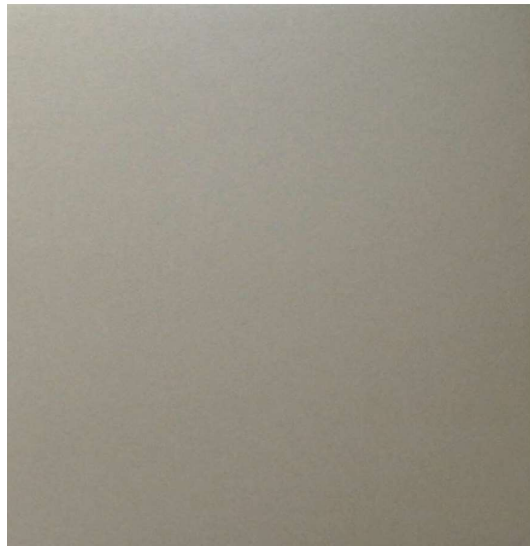




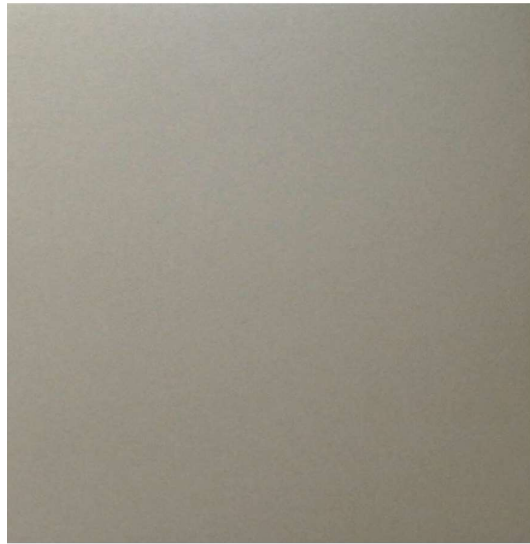
COWELL BLVD VIEW  
APPROACH FROM EAST DIRECTION  
(FROM MACE BLVD DIRECTION)



COWELL BLVD VIEW  
APPROACH FROM WEST DIRECTION



COMPOSITE METAL PANEL SYSTEM



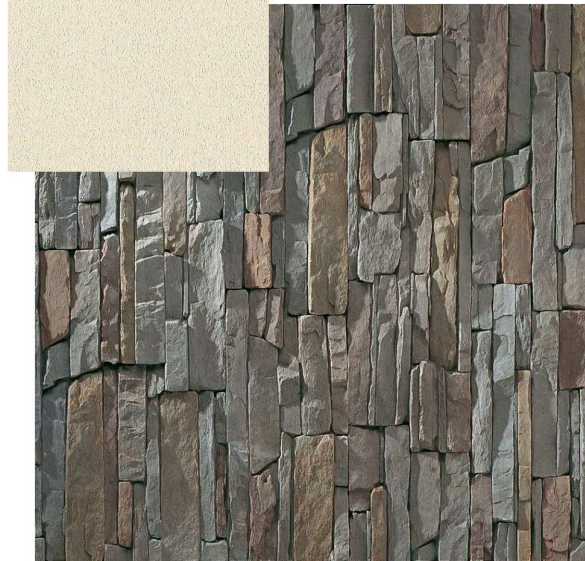
EXTERIOR INSULATION FINISHING SYSTEM (EIFS)  
SILVER METALLIC COATING



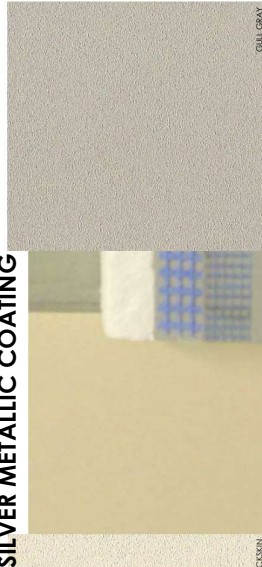
STOREFRONT MULLION -  
CLEAR ANODIZED



VISION GLAZING -  
CLEAR



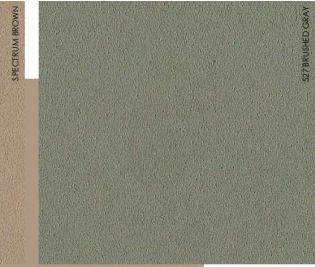
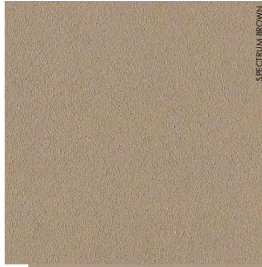
CULTURED STONE VENEER



EXTERIOR INSULATION FINISHING SYSTEM (EIFS)



EXTERIOR INSULATION  
FINISHING SYSTEM  
(EIFS)  
ACCENT COLOR -  
DUNN-EDWARDS -  
HICKORY



PLANNING SUBMITTAL PACKAGE  
HYATT HOUSE - DAVIS, CALIFORNIA

A11

09/15/14





CONTEXT PHOTOGRAPH 2 1/8" = 1'-0" 2



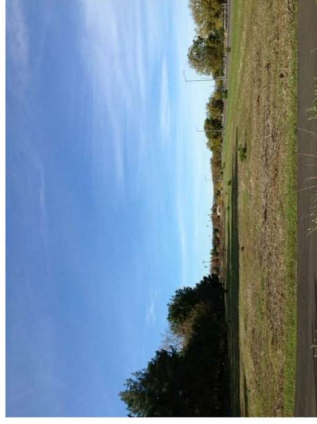
CONTEXT PHOTOGRAPH 3 1/8" = 1'-0" 3



CONTEXT PHOTOGRAPH 1 1/8" = 1'-0"



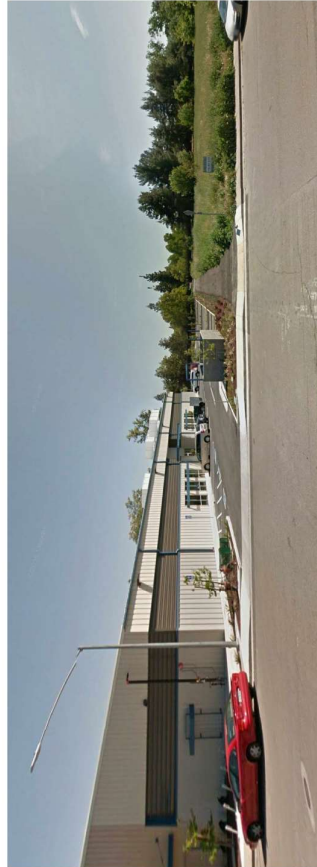
1/8" = 1'-0"



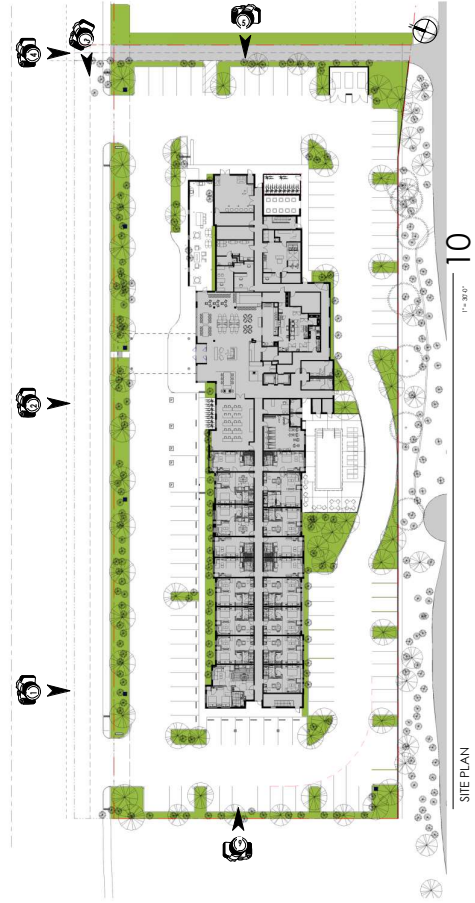
CONTEXT PHOTOGRAPH 5 1/8" = 1'-0" 5



CONTEXT PHOTOGRAPH 6 1/8" = 1'-0" 6



CONTEXT PHOTOGRAPH 4 1/8" = 1'-0" 4



1" = 30' 10

SITE PLAN

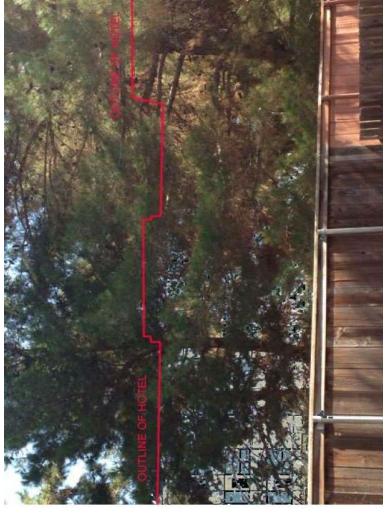




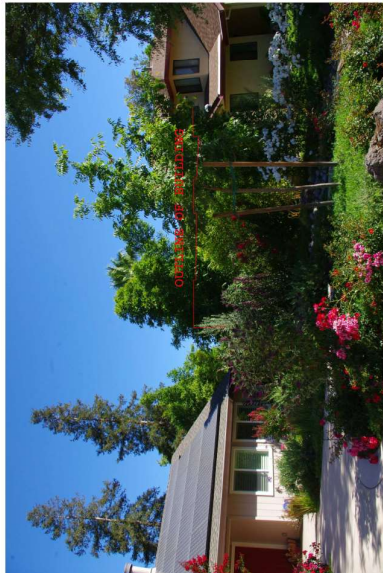
VIEW FROM #1



VIEW FROM #2



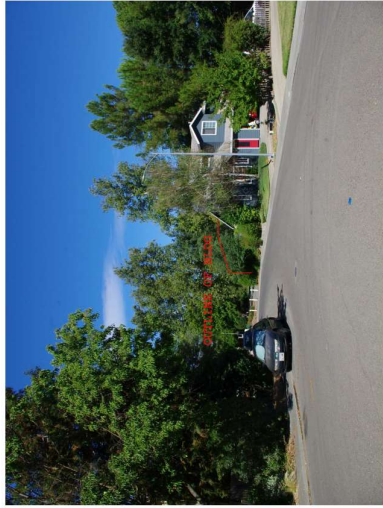
VIEW FROM #3



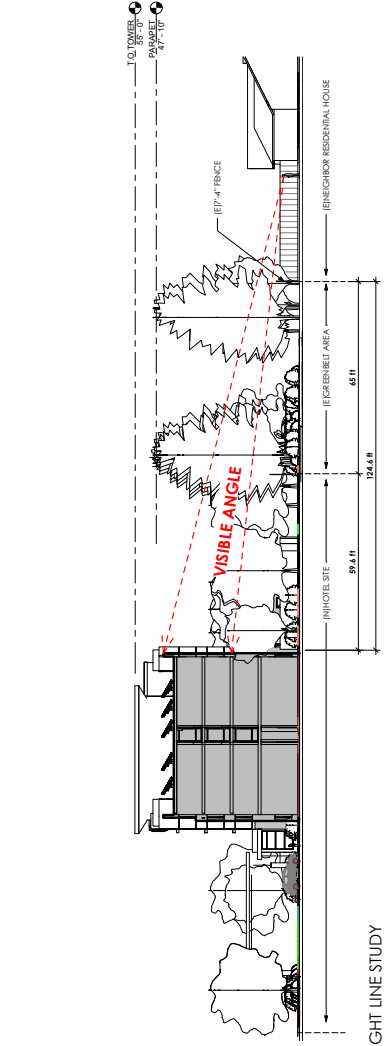
VIEW FROM #4



VIEW FROM #5



VIEW FROM #6



SIGHT LINE STUDY

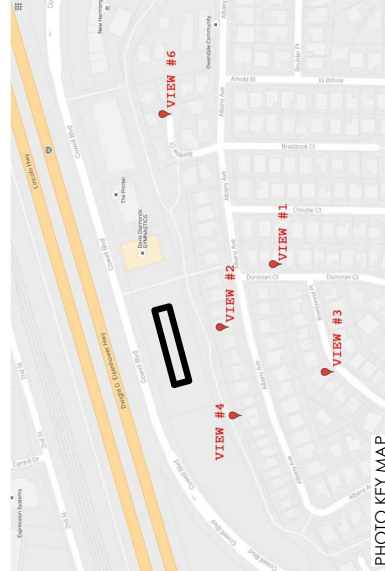


PHOTO KEY MAP



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 HYATT HOUSE - DAVIS, CALIFORNIA

A13

09/15/14





VIEW FROM PROPOSED 4TH FLOOR HOTEL TO NEIGHBORS



VIEW FROM PROPOSED 4TH FLOOR HOTEL TO NEIGHBORS



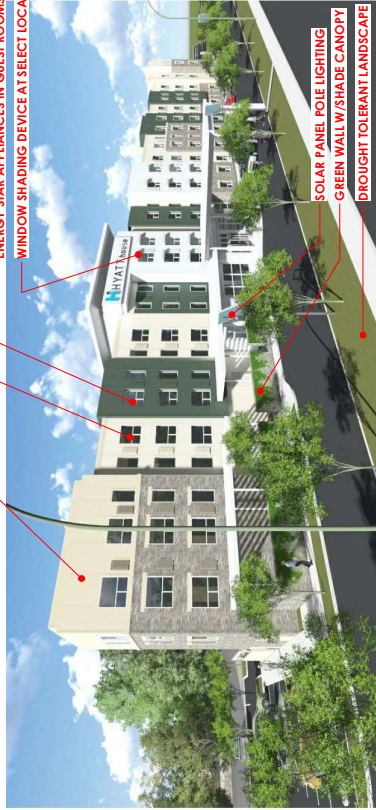
VIEW FROM PROPOSED 3RD FLOOR HOTEL TO NEIGHBORS



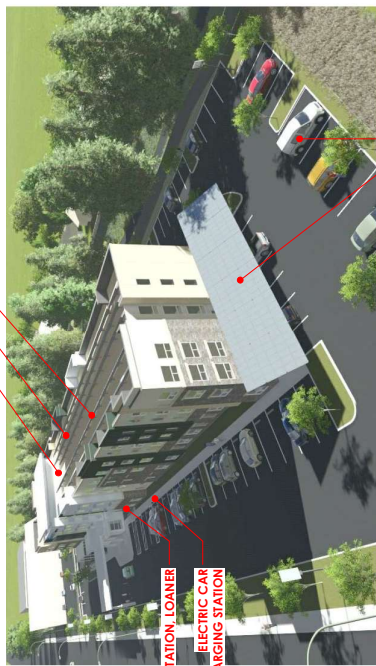
VIEW FROM PROPOSED 3RD FLOOR HOTEL TO NEIGHBORS



CONTINUOUS EXTERIOR INSULATION, HIGH ENERGY EFFICIENT BUILDING ENVELOPE REQUIREMENTS  
 DOUBLE INSULATED GLAZING EXCEEDING ENERGY TITLE 24 REQUIREMENTS  
 HIGH-EFFICIENT MECHANICAL SYSTEM, EXCEEDING ENERGY TITLE 24 REQUIREMENTS  
 WATER EFFICIENT PLUMBING FIXTURE, EXCEEDING CALGREEN CODE REQUIREMENTS  
 ENERGY STAR APPLIANCES IN GUEST ROOMS  
 WINDOW SHADING DEVICE AT SELECT LOCATIONS



COOL ROOF  
 SOLAR WATER HEATERS  
 SOLAR PANELS AT ROOF



BIKE STATION, LOANER ELECTRIC CAR CHARGING STATION  
 HYATT SHUTTLE VAN  
 SOLAR PANELS CANOPY

**ZERO NET ENERGY BUILDING**

Photovoltaic (PV) modules with over 200 kilowatts of potential electricity production will be installed on the roof of the Hyatt House. The PV panels are projected to produce approximately 400,000 kilowatt hours per year of clean, renewable energy. The Hyatt House will be the first net-zero building in the City of Davis. These estimates depend on the final site layout and participating utilities and will be updated as the project progresses. The City of Davis is currently participating in the California Energy (CCE) program to purchase, create energy for the region. The CCE program is a public-private partnership that allows the City of Davis to purchase clean energy from on-site renewable sources through the proposed City of Davis CCE.

In the opinion of New Energy Assets, this will make Hyatt House Davis the first net-zero building in the City of Davis. The Hyatt House will be the most sustainable property in the Sacramento Region.

**Solar Thermal vs. PV**

550 ft <sup>2</sup> PV electric	→	Offsets 2,000 therms (via TDV)
550 ft <sup>2</sup> solar thermal	→	Offsets 1,500 therms

- Advantage of solar thermal is direct utility bill offset
- Could locate thermal collectors on elevated roof section above
- Significant stable incentives currently available for solar thermal

**SUSTAINABLE FEATURES**



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**Energy Star Appliances in Guest Rms.**

- Refrigerator & dishwasher in guest rooms with kitchens

Use to highlight environmental goals

- 75 standard size rooms
- Disposal of hazardous waste
- 75% occupancy rate

Significant gas savings (water heating & dryer)

- 10 bath/toilet
- 50lb. washer/dryer
- 70% occupancy rate
- Combinational gas mount units

**High Efficiency Clothes Washers**

- High Efficiency washers in staff laundry
- ENERGY STAR washers in guest laundry

High Efficiency Washers

- 71% Solar Fraction
- 46% Therms saved
- 22 MW PV Z-TDV

High Eff. Washers

- 72% Solar Fraction
- 230 Therms saved
- 11 MW PV Z-TDV

**Solar Thermal – Option 1**

- Serve laundry, kitchen, etc.
- With 160% supply temp requested to provide 100% of load Jan-Aug
- Can't offer guest room loads if separate CHW systems are installed

(8) 40K2 collectors + 175 gal storage

High Eff. Washers

- 72% Solar Fraction
- 230 Therms saved
- 11 MW PV Z-TDV

Std. Eff. Washers

- 71% Solar Fraction
- 46% Therms saved
- 22 MW PV Z-TDV

**Solar Thermal – Option 2**

- Serve guest rooms & guest laundry
- Can offer greater loads than laundry system alone
- Can offer greater loads than laundry system alone
- Roof storage collectors w/PV

(14) 40K2 collectors + 600 gal storage

- 85% Solar Fraction
- 450 Therms
- 7.1 MW PV Z-TDV

(24) 40K2 collectors + 1,000 gal storage

- 78% Solar Fraction
- 2,950 Therms
- 9.7 MW PV Z-TDV

**Improved Storefront Glass**

- Lower SHGC will reduce energy use and improve comfort in space
- Lower U-value will have similar impact on electricity, but more costly upgrade

Annual Savings = 3,000 kWh

100 therms

2.17 / 1.7 kW PV Z-Elec/Z-TDV

Guest rooms windows already high performance through CMA

**High Efficiency HVAC Common Areas**

- 1<sup>st</sup> Floor Service - Packaged variable air volume
- 18 SEER / 13 EER with economizers
- Demand controlled ventilation (DCV) in all spaces
- Limited options for high efficiency/heating in packaged units. Additional gas savings with split gas conditioning systems where appropriate.

Annual Savings = 29,000 kWh

20 / 18 kW PV Z-Elec/Z-TDV

**Variable Speed Pool Pumping**

- Install variable speed pumps & turn down flow rates during closed hours
- Need to coordinate with local Health & Safety office

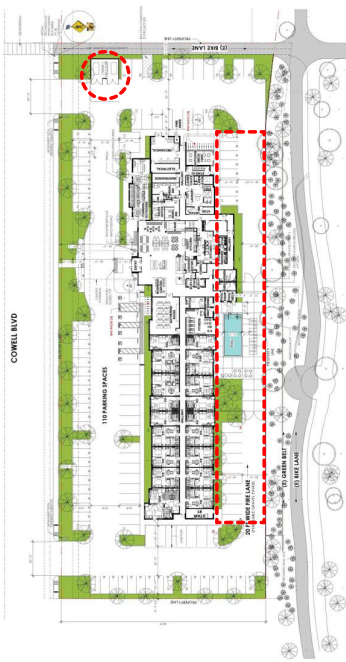
Annual Savings = 3,900 kWh (pumping energy)

2.7 / 2.3 kW PV Z-Elec/Z-TDV

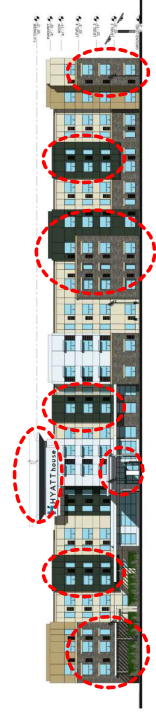
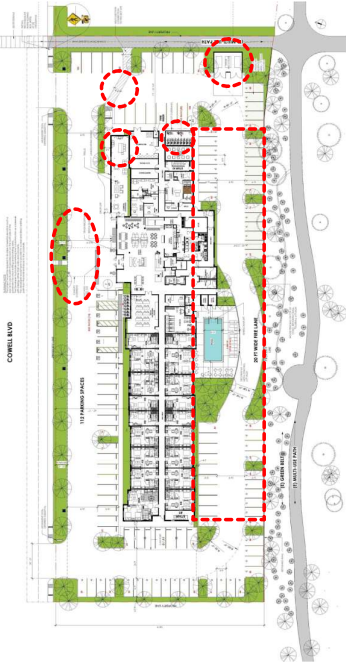
**A15**

**PLANNING SUBMITTAL PACKAGE  
 HYATT HOUSE - DAVIS, CALIFORNIA**

**PREVIOUS DESIGN**



**CURRENT PROPOSED DESIGN**



**CHANGES**

**SITE PLAN**

- MOVE BUILDING 15 FT TO THE NORTH, OR AWAY FROM NEIGHBORS
- TRASH ENCLOSURE IS MOVED TO REAR AREA FROM COWELL BLVD
- INCREASE OUTDOOR PATIO AREA
- ENCLOSE BIKE STORAGE
- REDESIGN LANDSCAPE PLAN
- REDESIGN CIVIL GRADING PLAN
- REDESIGN AND IMPROVEMENT ON (E)BIKE LANE

**NORTH ELEVATION**

- MAIN TOWER IS LOWERED FROM 68'-11" TO 55'-0" (-3'-11")
- REVISE COLORS & MATERIALS SCHEME
- ENHANCE ARTICULATION OF PROJECTIONS FOR AN ARCHITECTURAL EXPRESSION
- REVISE MAIN CANOPY SHAPE AND ANGLE
- REVISE OUTDOOR PATIO AREA DESIGN FOR INVITING LOOK

**WEST ELEVATION**

- ADD WINDOWS AT STAIR TOWER TO REDUCE BLANK WALL SURFACE
- REVISE COLORS & MATERIALS SCHEME
- ENHANCE ARTICULATION OF PROJECTIONS FOR AN ARCHITECTURAL EXPRESSION
- REVISE MAIN CANOPY SHAPE AND ANGLE

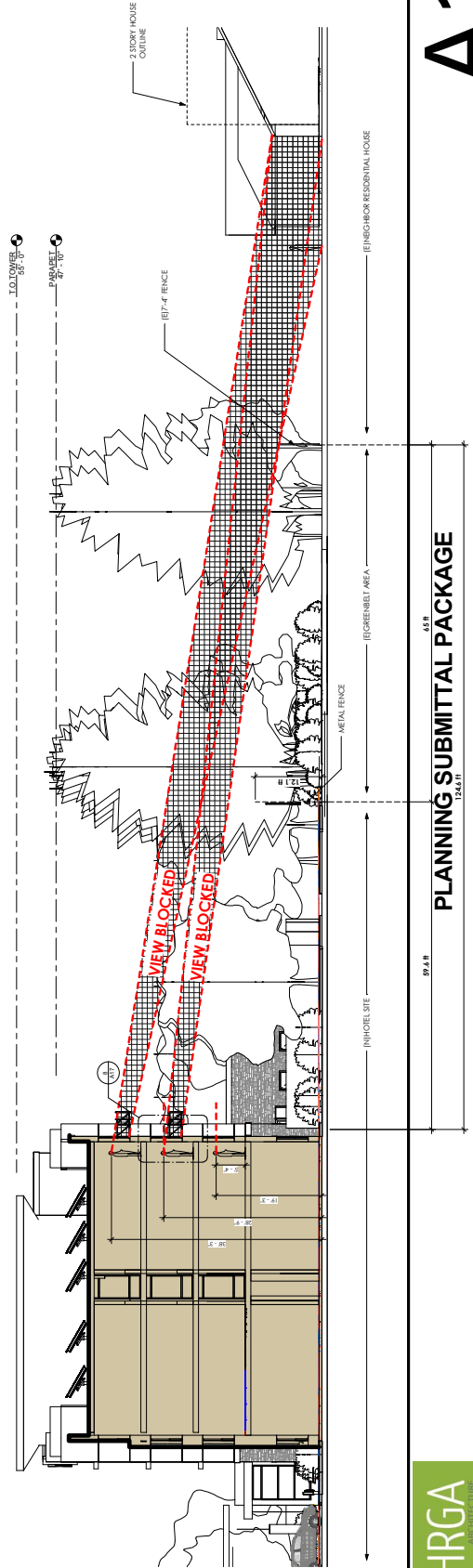
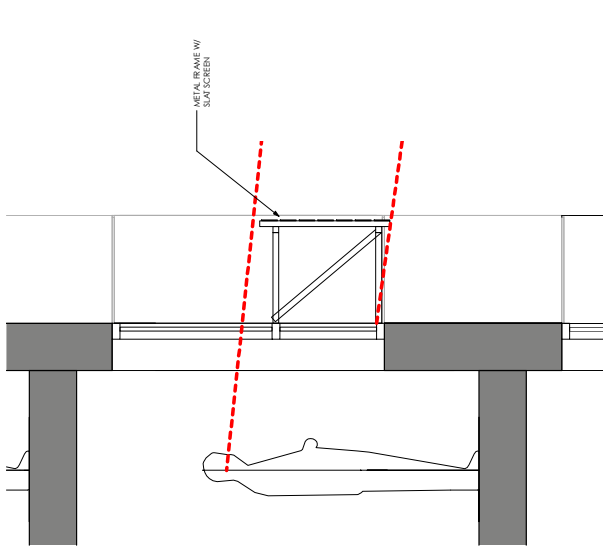
**WEST ELEVATION**

- ADD WINDOWS AT STAIR TOWER TO REDUCE BLANK WALL SURFACE
- REVISE COLORS & MATERIALS SCHEME
- ENHANCE ARTICULATION OF PROJECTIONS FOR AN ARCHITECTURAL EXPRESSION
- REVISE MAIN CANOPY SHAPE AND ANGLE
- ADD ENCLOSED BIKE STORAGE





VIEW FROM ROOM



PLANNING SUBMITTAL PACKAGE  
124.6 FT  
HYATT HOUSE - DAVIS, CALIFORNIA

A17



PERSPECTIVE WITH WINDOW SCREEN

12-11-16



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**PLANNING SUBMITTAL PACKAGE**  
**HYATT HOUSE - DAVIS, CALIFORNIA**

08/27/14

# A18

10/28/15/16P



## 2750 COWELL HYATT HOUSE – DESCRIPTION / JUSTIFICATION

### Project Description

The applicant, 2750 Cowell Hotel LLC, is requesting entitlements to develop the 2.013 acre undeveloped parcel located at 2750 Cowell Drive (see Project Location Map). The applicant has purchased the parcel and proposes to construct a new four-story, 120-room, Hyatt House upscale, extended-stay hotel. There are currently no extended-stay hotels in Davis. This project will be the first of its kind in the local market. Hyatt House features contemporary, upscale guest rooms with state-of-the-art full kitchens and living areas intended to serve guests staying 6-14 days on average. Please visit the following link for a video representation of the Hyatt House brand: [http://www.hyattdevelopment.com/\\_video/hyattthouse\\_video.asp](http://www.hyattdevelopment.com/_video/hyattthouse_video.asp).

The new facility will be comprised of one structure, 47'10" in height to the building parapet (tower element 55'-8") with a footprint of +/- 20,452 sf and total square footage of +/-76,490 sf. The proposed project is almost identical to the height and massing of the UC Davis Hyatt Place (see attached photo). In addition to some guest rooms, the ground floor will be comprised of guest amenities and back of house staff operations, including the lobby, host stand, kitchen, lounge bar, outdoor seating, outdoor pool, fitness center, gathering room, business center, staff offices and breakroom, mechanical, electrical, laundry and maintenance facilities. Upper floors 2-4 will consist primarily of guestrooms with limited space dedicated to building systems and staff operations. The roof level will house building systems and solar panels. Project parking consists of 114 vehicular surface parking spaces, including three EV spaces, and 30 bicycle parking spaces. In addition to the bicycle and car parking, site improvements will include pedestrian, bicycle and vehicular circulation, additional solar panels, landscaping, and utilities.

The project site is currently undeveloped. The site is bounded by a mix of uses and facilities (subsidized multi-family housing, light industrial, general commercial, athletic facilities, single family residences). The parcel faces Cowell Boulevard and Interstate 80 to the north. Cowell Boulevard is a Unitrans bus route. Adjacent uses include a vacant parcel to the west zoned for industrial research uses; the newly developed Davis Diamonds Gymnastics facility is to the east; and directly behind the site to the south is a city greenbelt and bike & pedestrian path. Single family residential use is located south of the city greenbelt. A city bicycle & pedestrian path runs north-south between the Davis Diamonds Gymnastics facility and the subject site providing connectivity through the city greenbelt to Cowell Boulevard.

The project site is rated as "excellent" by world-renowned hotel market consultants, PKF, especially for an extended-stay hotel, for the following reasons:

1. The project site has outstanding I80 visibility and accessibility and is within a 3-minute drive (off-peak) of two freeway on/off ramps.



2. It is in close proximity to downtown, a 4-minute drive (off-peak), and to UC Davis, a 5-minute drive (off-peak).
3. The site is within walking distance of a neighborhood shopping center, parks and athletic facilities.
4. The bike, pedestrian, auto and public transportation infrastructure surrounding the site is excellent with capacity exceeding current and projected volume/demand by significant margins.
5. The project site is within a 3-minute drive (off-peak) of the proposed Embassy Suites hotel/conference facility.
6. It has excellent bicycle and Unitrans access to downtown, UC Davis, the train station and the proposed Embassy Suites hotel/conference facility. Bicycle ride times to downtown (via the Poleline overpass) and campus (via Putah Creek bicycle path) are less than 8 and 12 minutes, respectively.
7. The site is in the immediate vicinity of Davis employment centers such as the Interland/University Research Park as well as the 14.81 acre 3501 Chiles Road office/research park opportunity site. It is only a 3-minute drive (off-peak) and a 6-minute bike ride to the 2<sup>nd</sup> Street business corridor via the Dave Pelz bicycle overpass.
8. The site is within reasonable drive times of major demand generators in the Greater Sacramento region. In addition to meeting local demand, the project will certainly attract guests from outside the Davis Market.

## **ENTITLEMENT REQUEST**

To implement this project, we are requesting the following City of Davis land use actions:

1. P-D#2-12 District Amendment (Zoning Amendment);
2. Final Planned Development to establish the final development standards for the proposed hotel use;
3. Minor Modification (for onsite parking);
4. Conditional use permit for the proposed hotel use;
5. Design Review to review the site plan and architecture;
6. Mitigated Negative Declaration to evaluate the environmental impacts associated with the proposal; and
7. General Plan Amendment.
8. Minor Modification to request a 10% reduction in the required parking spaces.

Enclosed as Attachment 1 is a proposed form of Zoning Amendment (Ordinance) respecting the existing P-D#2-12 district. The proposed form of Zoning Amendment creates a subarea for the subject parcel within the P-D#2-12 district and, with respect to this subarea: (a) allows hotel uses as conditionally permitted, (b) adjusts the height and floor restrictions to accommodate the project (the non-tower elements of the project are within the existing 50' limit exclusive of parapet in conformance with Municipal Code 40.27.030, the tower element for the

project will be permitted to be 55'-8", and the total number of floors will be permitted to be four), and (c) allows for the remaining development standards (setbacks, lot coverage, FAR, height, landscaping and parking) to be determined by a Final Planned Development (application made concurrently). This approach would facilitate implementation of the project without affecting or otherwise altering the existing zoning for the Davis Diamonds Gymnastics facility or the other areas within the P-D#2-12 district, and would also permit the use of the Final Planned Development process to officially determine the development standards for the project (other than height/floor regulation). The use of a Final Planned Development process for the remaining development standards is consistent with the land use process utilized for the Davis Diamonds Gymnastics facility.

The Minor Modification with respect to onsite parking applies to the 1:1 ratio required Municipal Code 40.25.090. A total of 120 spaces would be required under Municipal Code 40.25.090. The project would provide a total of 114 spaces, which is a 5% reduction from the required 1:1 ratio. Pursuant to Section 40.27.080 of the Municipal Code, the Minor Modification process permits a decrease of not more than 10% percent in certain development standards, including the number of required parking spaces.

With respect to the Final Planned Development application, the development standards (other than height/floor regulation) for the project would be:

- a. Setbacks - front street: 62', side left: 69'-10", side right: 71'-10", rear: 42'-2".
- b. Maximum Lot Coverage – 23%.
- c. Maximum FAR – 85%.
- d. Landscaping – 13.3%.
- e. Required On-Site Parking Spaces – 114 spaces (with Minor Modification).

In addition, enclosed as Attachment 2 is a proposed form of a text amendment to the Business Park designation within the General Plan. The proposed form of General Plan amendment provides for minimal changes to the existing text. Specifically, the proposed form of General Plan amendment would allow hotel uses as conditionally permitted, and would allow a maximum FAR of 100% for these hotel uses.

### **Narrative/Justification Statement**

The Hyatt House Davis project advances 7 of 8 City Council Goals 2014-16.

**Ensure fiscal resilience.** Objective #3: *Look at a variety of approaches to revenue while providing a balanced look at long term expenditures.* There are very few land uses that generate as much direct and indirect City revenue as the Hyatt House Davis project, while having only a negligible impact on City costs. The project will generate sales, property, and transient occupancy tax (TOT) for the City General Fund. The project is projected to generate \$560,000 p.a. in TOT within 2 years of opening plus an additional \$106,000 p.a. in Visitor

Assessment BID fees for the Yolo County Visitors Bureau to market & promote Davis and Yolo County. As a “necessary complement” to the Embassy Suites project, the Hyatt House Davis project is expected to increase occupancy at the hotel/conference facility and other local hotels by making group bookings more viable thereby contributing to additional TOT and YCVB revenues. The estimated project budget of \$22 - \$24 million would increase the annual total property tax obligation by approx. \$275,000; the City’s 24.45% share would be approx. \$53,790 per year [note: computed using same methodology as Embassy Suites project application]. The one-time sales tax on the approx. \$2,750,000 FF&E package will amount to approx. \$234,000; the City’s share will be approx. \$55,000. Construction will also generate construction tax (estimated at \$450,000) and development impact fees (over \$1,000,000) that could be used for Richards Boulevard improvements or other City priorities.

**Drive innovation and economic vitality.** *Objective #2: Facilitate business development through entrepreneur and startup support.* Meeting the business traveler needs of our burgeoning local startup and tech sector is certainly a critical component to such a support system. Davis currently does not have an extended-stay hotel; meanwhile, the demand for an upscale, extended-stay hotel is widely acknowledged within the local hospitality industry and business community (attached are two example letters of support, one from Panattoni and one from Pam Marrone). The Davis community is leaking visitor stays to other communities because the demand for extended-stay accommodations is not being met. According to BAE Urban Economics, hired by the City of Davis for the Economic Evaluation for the Davis Innovation Park Proposals, “*The local hotel market appears relatively healthy. Consultation with the Yolo Convention and Visitor’s Bureau indicates that the market easily absorbed the Hyatt Place’s recent 55-room expansion, without affecting occupancy rates in other local hotels. Further, the YCVB and a number of tech businesses surveyed indicate that the Davis market is currently leaking hotel demand due to a lack of higher end offerings and/or due to a lack of extended stay offerings. Depending on the market segments targeted by a given hotel project, new hotels included in the innovation park projects may capture currently unmet demand without affecting demand available to support existing hotels.*” On November 5<sup>th</sup>, the Davis Chamber of Commerce board voted to support the project (see attached DCOC support letter).

*Objective #4: Develop Davis as a visitor destination.* Filling in this key missing piece to visitor infrastructure (i.e. an upscale extended-stay hotel) does just that. As quoted in the paragraph immediately above, the YCVB and a number of prominent businesses have stated that Davis is leaking hotel demand to other communities. This project goes a long way toward developing Davis as a visitor destination both as a standalone project and as a “necessary complement” to the Embassy Suites hotel/conference project. On November 5<sup>th</sup>, the YCVB board voted to support the project (see attached YCVB support letter).

*Objective #9: Expand opportunities for local artists and the arts community and develop strategies for innovative Creative Placemaking and future growth of arts and culture in Davis.*



The project applicants are longtime supporters of local art having launched a downtown artists collective, supported placement of sculptures and murals on public and private property, supported Davis Arts Center community art projects, etc. The applicants have met with the Davis Arts Center, the Pence Gallery and the city's Arts & Culture Program Manager to explore opportunities to place locally-created art in the project's public spaces and guest rooms. An arts budget and a plan for permanent and rotating art exhibits will be developed together with local community arts groups upon project planning approval.

**Pursue environmental sustainability.** The project will advance a number of environmental sustainability objectives. A project sustainability team and consultants consisting of Sid England, the Davis Energy Group, New Energy Assets (Chris Soderquist), Civic Spark, UC Davis Lighting Technology Center and others has been created with the intent of meeting or exceeding community sustainability standards. Below are initial sustainability features under consideration for the project.

Hyatt House Davis incorporates certain sustainable features into all aspects of its design, construction and operations with the intent of:

- Significantly reducing the environmental footprint of the hotel; and
- Creating a healthy living experience for hotel guests and patrons.

The project will incorporate applicable design requirements from the 2013 California Building Energy Efficiency Standards (Title 24) and the 2013 California Green Building Standards Tier 1 (CALGreen). These standards alone ensure the design and construction of the project will be highly sustainable. However, Hyatt House Davis will incorporate many additional features that will make the facility a model for hotels in the region. The following topics will be addressed in the design, construction and operation of the project.

#### ENERGY EFFICIENCY AND RENEWABLE ENERGY GENERATION

The baseline design for Hyatt House Davis include energy efficiency specifications for heating, ventilation and air conditioning (HVAC), insulation, water heating, and lighting to meet CALGreen and Title 24 energy efficiency standards. In addition, it will include the following energy efficiency features to minimize the demand for non-renewable energy:

- Energy Star refrigerators and dishwashers in guest rooms with kitchens.
- High efficiency clothes washers in the staff laundry.
- Energy Star clothes washers in the guest laundry.
- Rooftop solar thermal to serve the staff laundry and kitchen.
- Rooftop solar thermal to serve guest rooms and guest laundry.
- Storefront glass with lower Solar Heat Gain Coefficient to reduce energy use and improve comfort in the space.
- High efficiency HVAC system.
- High efficiency staff kitchen equipment with demand controlled ventilation.

- Variable speed pool pumps with timer controls.

Photovoltaic panels with over 290 kilowatts of potential electricity generation capacity will be located on building roof tops and on parking lot shade structures. The PV panels currently are projected to produce approximate 430,000 kilowatt hours of electricity annually. This estimate depends on the final site layout and landscaping details and will be revised as appropriate when these decisions are finalized.

Davis Energy Group has modeled the expected performance of the project based on these design specifications, likely operating characteristics, and planned PV installation with the following results:

- Onsite renewable electricity generation will provide approximately 90 percent of the electrical demand of the facility on an annual basis.
- Natural gas consumption will be reduced by approximately 30 percent.
- Total energy from non-renewable energy resources (i.e., electricity and natural gas) will be reduced by over 60 percent compared to a new hotel designed just to meet Title 24 energy efficiency building standards.

	<b>ELECTRICITY (Kilowatt Hours)</b>	<b>NATURAL GAS (Therms)</b>	<b>TOTAL ENERGY USE (kBTUs)</b>
<b>PROJECTED BASELINE USE</b>			
(Modeled results based on proposed project construction specifications and likely operating characteristics.)	550,000	17,250	3,601,300
<b>ENERGY EFFICIENCY MEASURES</b>			
Energy Star appliances in guest rooms with kitchens	7,800	-	26,600
High efficiency clothes washers in staff laundry and Energy Star washers in guest laundry	7,600	3,800	405,800
Solar thermal to serve laundry, kitchen, guest rooms and guest laundry	-	1,730	173,000
Improved storefront glass	3,000	(100)	200
High efficiency HVAC system	29,000 <sup>1</sup>	(250)	74,000
High efficiency kitchen equipment	18,000	-	61,400
Synergistic effects of integrated system	1,700	20	7,800
Variable speed pool pump	3,900	-	13,300
<b>ENERGY EFFICIENCY SAVINGS</b>	<b>71,000</b>	<b>5,200</b>	<b>762,100</b>
<b>ONSITE RENEWABLE ENERGY GENERATION</b>			

<sup>1</sup> The estimate of electrical production from the HVAC system and percent savings over baseline depend on the final system specifications and design (meeting CALGreen and Title 24 energy efficiency standards) and will be revised as appropriate when these decisions are more thoroughly considered are finalized.

Potential using photovoltaic panels on rooftops and parking lot shade structures	430,000 <sup>2</sup>	-	1,467,200
<b>TOTAL SAVINGS &amp; RENEWABLE GENERATION</b>	501,000	5,200	2,229,400
<b>PERCENT SAVINGS OVER BASELINE</b>	91%	30%	62%

### WATER USE AND MANAGEMENT

The following features will be incorporated to reduce water use in the Hyatt House Davis building:

- Low flow faucets, showerheads and toilets in all guest rooms.
- Low flow toilets and motion sensor faucets in public and staff restrooms.
- Water efficient clothes washing machines in staff and guest laundry rooms.
- Water efficient dishwashers in guest rooms.
- Laundering guest room linens and towels only upon request.

To reduce water use in landscaping, the following features are incorporated:

- Use of drought-tolerant plants in landscaping.
- Low flow irrigation system.

In addition, rainwater runoff from the parking lots, roof top and other hardscape will flow through a stormfilter box to remove silt and improve water quality before being discharged to the storm water system.

### SUSTAINABLE TRANSPORTATION

The site for Hyatt House Davis is ideally located for promoting the use of sustainable transportation. Four Unitrans bus stops providing access to two routes are within a 7-minute walk of the hotel front door. The site also is within walking distance of a neighborhood shopping center, parks and athletic facilities.

A city greenbelt forms the south edge of the hotel property and provides pedestrian and bicycle connections to local destinations. Bicycle ride times to downtown (via the Poleline overpass) and campus (via Putah Creek bicycle path) are less than 8 and 12 minutes, respectively. The site is in the immediate vicinity of the Interland/University Research Park as well as the potential future office/research park at 3501 Chiles Road. And, it is only 6 minutes by bicycle to the 2nd Street business corridor via the Dave Pelz bicycle overpass.

To facilitate use of sustainable transportation modes, the following amenities and programs will be marketed and provided to hotel guests and patrons:

<sup>2</sup> The estimate of electrical production from PV panels and percent savings over baseline depend on the final site layout and landscaping details and will be revised as appropriate when these decisions are finalized.

- Online information about pedestrian, cycling, and public transportation alternatives available to guests before they arrive.
- A Hyatt House shuttle bus, powered by compressed natural gas (CNG), that will connect to Sacramento International Airport, UC Davis and other guest destinations.
- A bicycle parking area with a minimum of 30 spaces.
- Rental/shared bicycles available to guests that will be outfitted with lights, locks, and baskets that can be used conveniently to transport groceries, briefcases, etc.
- A points incentive program through the Hyatt Gold Passport loyalty program for guests who utilize alternative transportation while staying at Hyatt House Davis.
- Electric vehicle charging stations to promote use of this technology as a more sustainable transportation mode.<sup>3</sup>

### WASTE REDUCTION AND RECYCLING

During construction of Hyatt House Davis, at least 75 percent of the construction and demolition waste will be diverted from local landfills. This percentage is the minimum required by the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) program for New Construction (NC) to achieve a credit towards certification. In addition, the project will strive to achieve a 95 percent diversion rate to achieve a higher credit under the LEED program.

The entire facility will be designed to provide for waste reduction and recycling from the common spaces to the operations spaces. Recycling receptacles consistent with City of Davis waste collection and diversion programs will be provided in guest rooms, employee work areas, kitchens, and public areas as well as outdoor collection and pickup locations. A program will be developed to minimize waste generated from food prepared in the hotel kitchen, by merchandise available for sale in the hotel market, and by hotel office functions.

### HEALTHY LIVING

Overall, Hyatt House Davis will strive to make hotel guests and patrons feel fresh, focused, and at their finest with well-designed open public spaces and guestrooms. Guests and patrons will be able to enjoy easily accessible, state-of-the-art technology whenever needs demand, as well as healthy food and fitness options. With bikes available to borrow for accessible trips across the city, a saline water swimming pool, and a large fitness center with equipment that charges personal devices through pedal power, Hyatt House Davis is committed to healthy living.

The design team has engaged the UC Davis Lighting Technology Center to help develop the lighting plan for Hyatt House Davis. The intent of this work-in-progress is not only to ensure an

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<sup>3</sup> The potential electricity demand for recharging electric vehicles has not been incorporated into the overall energy demand calculation for Hyatt House Davis. With the current penetration of electric vehicles in the marketplace, it is not expected to significantly alter the overall estimate of energy savings.

energy efficient system, but also to incorporate the latest research and technology in lighting color and intensity to promote good health and sleep for our patrons.

### SUSTAINABILITY CERTIFICATIONS

Certification of sustainability programs by a third party ensures that the reporting is accurate and objectives are met. Initially, Hyatt House Davis will pursue these certifications:

- U.S. Green Building Council Gold Level Certification in LEED NC program.
- City of Davis Partner for a Green Business.

As facility design progresses, certification by the following programs will be evaluated and considered:

- Green Seal Certification.
- Energy Star Rating.
- California Green Lodging Program.
- Routine recertification by the U.S. Green Building Council LEED program for Building Operations and Maintenance (O+M).

**Build and promote a vibrant downtown.** The Davis Downtown Board of Directors at their September 2015 board meeting voted unanimously to support the Hyatt House Davis project. The attached DD support letter states, *“This project will provide a much needed resource for our community, create opportunities for additional customers and revenue for our downtown businesses, and support the economic development efforts taking place in Davis.”*

**Promote community.** The applicants have held three neighborhood meetings, two of them were held *prior* to submitting the development application, for the explicit intent of ensuring neighborhood input in the project design. All three meetings were well-noticed with meeting notices posted to the front doors of residents. The first meeting focused on the immediate neighbors residing adjacent to the project site along the greenbelt. The 2<sup>nd</sup> meeting was for all the neighbors living within 500’ of the project site. The 3<sup>rd</sup> meeting was for all neighbors within the Rose Creek neighborhood (a meeting announcement was mailed to all neighbors within approx. 600’ of the project site and an announcement was posted to the Rose Creek NextDoor site). Attendance was admittedly sparse; nevertheless, good and valuable input was obtained. A number of neighbors also availed themselves of the opportunity to meet with the applicants one-on-one. Comments from the neighborhood engagement were mixed ranging from pleased with the prospect of a pending freeway and railroad sound barrier to privacy concerns for those residents living along the greenbelt (see attached neighborhood comments compilation for further details). The applicant has taken a number of measures to address neighborhood comments including moving the hotel further north and away from the residential neighbors, reducing the building height including the tower element, taking drone pictures, etc.

Neighborhood engagement is ongoing via one-on-one meetings and correspondence with engaged neighbors and via an online portal linked with the Rose Creek NextDoor site. The online portal is located at the following link: [hyattdavis.wpengine.com](http://hyattdavis.wpengine.com).

Feedback from the neighborhood engagement indicates the neighborhood lacks identity compared to a number of other Davis neighborhoods. The applicants have also met with the boards of Davis Downtown, YCVB and Davis Chamber of Commerce; numerous business owners; several local hoteliers; Cool Davis; Davis Arts Center; UC Davis representatives; and others. A number of opportunities were identified by neighbors and stakeholders for the project to build community and support the neighborhood. These suggestions include providing neighbors access to the project EV charging stations, promoting the project's public spaces as a neighborhood gathering place, hosting an annual neighborhood gathering, etc.

**Fund, maintain and improve infrastructure.** As stated further above, not only will the project generate approx. \$1,505,000 in one-time construction taxes, sales taxes and development impact fees that can be used to improve City infrastructure, it will also provide a significant ongoing annual revenue stream for parks, pools, playing fields and other City infrastructure, services and amenities.

**Ensure a safe and healthy community.** The project will provide much needed funding needed to advance *Objective #1: Maintain efficient and highly trained public safety staff*. The project will also advance *Objective #3: Create and maintain a built environment that promotes safety and well-being*, by replacing an undeveloped high-visibility site with an aesthetically pleasing project.

**Foster positive workplace dynamics.** Not applicable.

**Labor relations.** While labor relations are not one of the formal City Council Goals, the council has made it clear that labor relations are important to the community. The applicant has developed other area hotels including the Hyatt Place at UC Davis. At Hyatt Place both union and non-union labor was employed under the applicant's ownership. They have an impeccable record of fostering a safe workplace environment and maintaining high employee morale.

**Impact on Embassy Suites project.** The Hyatt House Davis project is a "necessary complement" to the success of the City Council-approved Embassy Suites hotel/conference project located on Richards Boulevard. The Embassy Suites project has been a high priority City Council project for many years. *According to PKF, the market research consulting firm that was hired for both the Embassy Suites hotel/conference project and the Hyatt House project, "the proposed Hyatt House is a necessary complement to the local market serving to capture either overflow group demand that is booked at the Embassy Suites (but can't be accommodated) or from traditional unsatisfied transient demand that cannot be*

*accommodated by the Embassy Suites due to a large group in house.”* Please see pages 17 and 23 of the attached PKF report.



## 2750 COWELL HYATT HOUSE – Community/Neighborhood Engagement

The applicants have held three neighborhood meetings, two of them were held *prior* to submitting the development application, for the explicit intent of ensuring neighborhood input in the project design. All three meetings were well-noticed with meeting notices posted to the front doors of residents. The first meeting focused on the immediate neighbors residing adjacent to the project site along the greenbelt. The 2<sup>nd</sup> meeting was for all the neighbors living within 500' of the project site. The 3<sup>rd</sup> meeting was for all neighbors within the Rose Creek neighborhood (a meeting announcement was mailed to all neighbors within approx. 600' of the project site and an announcement was posted to the Rose Creek NextDoor site). Attendance was admittedly sparse; nevertheless, good and valuable input was obtained. A number of neighbors also availed themselves of the opportunity to meet with the applicants one-on-one. Comments from the neighborhood engagement were mixed ranging from pleased with the prospect of a pending freeway and railroad sound barrier to privacy concerns for those residents living along the greenbelt (see FAQs from neighborhood engagement below for further details). The applicant has taken a number of measures to address neighborhood comments including moving the hotel further north and away from the residential neighbors, reducing the building height including the tower element, taking drone pictures, etc. Neighborhood engagement is ongoing via one-on-one meetings and correspondence with engaged neighbors and via an online portal linked with the Rose Creek NextDoor site. The online portal is located at the following link: [hyattdavis.wpengine.com](http://hyattdavis.wpengine.com).

Feedback from the neighborhood engagement indicates the neighborhood lacks identity compared to a number of other Davis neighborhoods. The applicants have also met with the boards of Davis Downtown, YCVB and Davis Chamber of Commerce; numerous business owners; several local hoteliers; Cool Davis; Davis Arts Center; UC Davis representatives; and others. A number of opportunities were identified by neighbors and stakeholders for the project to build community and support the neighborhood. These suggestions include providing neighbors access to the project EV charging stations, promoting the project's public spaces as a neighborhood gathering place, hosting an annual neighborhood gathering, etc.

### FAQs

#### **QUESTION: Is there demand for an extended-stay hotels in Davis?**

*RESPONSE: Yes. Five successive studies over the last five years consistently state that demand is outstripping supply. Two of these studies were commissioned by the City of Davis.*

#### **QUESTION: Will the Wine Bar be open for public usage?**

*RESPONSE: The Wine Bar at the hotel will be open to the public. In fact, all food and beverage facilities at the hotel will be specifically operated to integrate with and serve both hotel guests and the*

local community. Per communication with Chris Robbins, Vice President of Real Estate and Development at Hyatt:

*“The hotel that was visited referenced in the e-mail was 4 generations prior to our current Hyatt House concept. We have a great H bar experience in the design of the Hyatt House for Davis. This bar area is significantly larger and we welcome outside neighbors to visit on a regular basis. It is very important for Hyatt to embrace the communities in which we operate our hotels to create great guest and local experiences for customers.”*

*“Happy Hour” is customarily free-of-charge events for hotel guests, so unfortunately, this particular exception for the Wine Bar usage will need to remain in place.*

**QUESTION: What traffic impacts will Davis Hyatt House have on the neighborhood and what mitigation measures will be necessary?**

*RESPONSE: According to KD Anderson & Associates, the transportation engineers hired by the project team, traffic impacts are negligible. Further details can be found in the KDA traffic analysis in the “Reports/Studies” section of the website.*

**QUESTION: What noise impacts will Davis Hyatt House have on the neighborhood?**

*RESPONSE: According to AEC, the acoustical engineering consultants hired by the project team, I80 road traffic noise is and will remain the existing major source of noise impacting the neighborhood. Sound levels will actually decrease at residences along Albany Avenue due to significant shielding by the proposed hotel building of transportation noise sources. Further details can be found in the AEC acoustical study in the “Reports/Studies” section of the website.*

**QUESTION: What is the zoning for this parcel?**

*RESPONSE: The zoning for the parcel is “Industrial Administration and Research (IR),” not R&D as has been suggested by some. IR zoning provides for unrestricted business operations 24/7. Per City of Davis communication, “We don’t find anything in the IR district that says businesses shall operate during normal business hours.” Additional information can be found on the Hyatt House website, <http://hyattdavis.wpengine.com>, under the “Adjacent/Permitted/Conditional Uses & Height Limits” section.*

**QUESTION: Does the Davis Hyatt House comply with the zoning ordinance height limitation for the subject parcel?**

*RESPONSE: Yes, the project complies with the 50 ft. height limitation. However, the proposed 4-story hotel exceeds the 3-story maximum in the subject property’s zoning. To mitigate neighborhood height concerns, the project team has reduced the building height by several feet, reduced the parapet wall*

height by several feet, reduced the tower element height by several feet and moved the building approx. 15 ft. further north toward Cowell Boulevard (which reduces the relative height). Further details can be found by comparing the initial plans with the revised plans both of which can be found in the “Adjacent Uses/Permitted Uses/Conditional Uses & Height Limits” section of the website.

**QUESTION: Will the Hyatt House provide only extended-stay rooms?**

*RESPONSE: The Hyatt House will provide 73 extended stay rooms and 47 regular use rooms.*

**QUESTION: Will the hotel remain a Hyatt House brand?**

*RESPONSE: The Hyatt House franchise agreements are typically 20 years long and require the payment of significant penalties if the franchise is changed by the owner. Franchise agreements do not (and our franchise agreement will not) permit a change in the franchise upon a sale of the hotel. Should the Hyatt House be sold at a future date, the hotel will continue to be operated as a first-class Hyatt House in the same way that the Hyatt Place on the UC Davis campus has subsequent to its sale.*

**QUESTION: Will the pool be available to the neighborhood?**

*RESPONSE: The Hyatt House pool is something a neighbor suggested would be a wonderful amenity for the neighborhood. And we agree, the pool would indeed be a great amenity for the neighborhood, particularly for the children. We are exploring use by outside guests at certain times and intervals during the year. It is not uncommon for hotels to let a select group of non-hotel guests as day members for use of amenities such as spas, pools and fitness centers for a nominal fee. We do have the ability, after a screening process, to make a select number of passes available. Our team continues to work on this.*

**QUESTION: How will the Davis Hyatt House impact neighborhood property values?**

*RESPONSE: The project team feels strongly that the Davis Hyatt House will prove to be an asset to the neighborhood and will have a positive impact on neighborhood property values particularly in comparison to alternative projects that could be developed on the subject site (see list of existing, permitted and conditional uses). Data regarding this issue is currently being collected by the project team and will be shared on this website with the neighbors shortly.*

**QUESTION: What impact will Davis Hyatt House have on neighborhood privacy?**

*RESPONSE: The project team hired a drone, both in October '15 and February '16, to take video and photos from what will be the hotel's 3rd-floor and 4th floor window line. Views from the hotel to the residential homes adjacent to the greenbelt are obscured due to the city trees. That said, there are partial views of two homes during the winter when some of the city-owned sycamores drop their*

leaves. To mitigate this condition, the project team has moved the hotel 15 ft. further north toward Cowell Boulevard. Further details can be found in the drone video and photos linked to this website.

**QUESTION: How does the light from Davis Hyatt House impact the neighborhood at night?**

*RESPONSE: Given the visual barrier created by the city trees between the project and the residential neighbors, the impact appears minimal. Nevertheless, this is one of the reasons the project team elected to move the hotel 15 ft. further north toward Cowell Boulevard. Please view the nighttime drone video linked to this website.*

**QUESTION: How will the Davis Hyatt House project advance community sustainability goals?**

*RESPONSE: An experienced project sustainability team has been formed to create a sustainability plan that incorporates sustainability features into all aspects of project design, construction and operations with the goals of: (1) significantly reducing the environmental footprint of the hotel; and (2) creating a healthy living experience for hotel guests and patrons. Further details can be found in the DEG energy analysis and the sustainability plan linked to this website.*

**QUESTION: What amenities can Davis Hyatt House offer the neighborhood and how can the hotel be used to create community within the neighborhood?**

*RESPONSE: Several neighbors have approached the Davis Hyatt House project team with suggestions on what the hotel can do to enhance the neighborhood. Suggestions have included neighborhood use of the hotel's electric vehicle charging stations, banquet room, wine bar, etc. The project team members have a public record of building community and are very receptive to these neighborhood suggestions.*

**QUESTION: What nearby services support guests staying at the Hyatt House?**

*RESPONSE: Within a 10 minute walk via sidewalk or the greenbelt, Hyatt guests can access numerous restaurants and cafes (Dos Coyotes, Round Table Pizza, Common Grounds Coffee, Starbucks, and Teabo Cafe), a grocery store, a pharmacy, an office supply store and more! Of course, regular shuttle service as well as bicycles and the Unitrans bus service enable guests to enjoy the fantastic offerings of downtown Davis as well!!*



May 12, 2016

VIA EMAIL

Katherine Hess, AICP  
Community Development Administrator  
City of Davis  
KHess@cityofdavis.org

RE: Hotel planning process evaluation criteria; Davis Hyatt House project

Dear Ms. Hess:

We are pleased to submit the enclosed responses to the hotel planning process evaluation criteria approved by City Council. With respect to the criteria for "Developer," and as further described in our detailed responses, we have enclosed the following additional materials for your review and consideration:

- Summary of qualifications and experience of key development team members.
- Representative hotel projects.
- Letter of support and preliminary commitment for equity financing.
- Letter of support from John A. Meyer, Vice Chancellor (retired), UC Davis.

We hope that these additional materials facilitate your assessment of the track record and capabilities of Presidio Companies as a hotel developer and community partner.

Please do not hesitate to contact me should you need additional information regarding the Davis Hyatt House project or the development team. Thank you in advance for your time and consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Guneet Bajwa', with a long horizontal stroke extending to the right.

Guneet Bajwa  
Managing Principal



**- SITE -**

**A. Proximity to demand generators, including international businesses, sports facilities, and UC Davis.**

1. The site is in close proximity to downtown, a 4-minute drive (off-peak), and to UC Davis, a 5-minute drive (off-peak).
2. The site is within a 3-minute drive (off-peak) of the proposed Embassy Suites hotel/conference facility.
3. The site is in the immediate vicinity of Davis employment centers such as the Interland/University Research Park as well as the 14.81 acre 3501 Chiles Road office/research park opportunity site.
4. The site is a 4-minute drive (off-peak) to the 2nd Street business corridor via the Poleline overpass.
5. The site is in the immediate vicinity of Playfield Park, it's within a 7-minute drive (off-peak) of Legacy Fields, on-campus sports facilities, Nugget Fields and Community Park.
6. The site is within reasonable drive times of major demand generators in the Greater Sacramento region.

**B. Pedestrian and bicycle access and accommodations, including loaner bicycles.**

1. A city bicycle & pedestrian path is immediately adjacent to the site providing street-separated connectivity to a significant portion of Davis including downtown, campus, Playfield Park and Oak Shade shopping center.
2. The site is within walking distance of a neighborhood shopping center, parks and athletic facilities.
3. Four Unitrans bus stops providing access to two routes are within a 7-minute walk of the hotel front door.



4. The site has excellent bicycle and Unitrans access to downtown, UC Davis, the train station and the proposed Embassy Suites hotel/conference facility. Bicycle ride times to downtown (via the Poleline overpass) and campus (via Putah Creek bicycle path) are less than 8 and 12 minutes, respectively.
5. The site is in the immediate vicinity of Davis employment centers such as the Interland/University Research Park as well as the 14.81 acre 3501 Chiles Road office/research park opportunity site. It is only a 6-minute bike ride to the 2nd Street business corridor via the Dave Pelz bicycle overpass.
6. To facilitate use of sustainable transportation modes, the applicant has committed to providing information about pedestrian, cycling, and public transportation alternatives to guests prior to and after arrival.
7. In addition to providing for 30 onsite bicycle parking spaces, the applicant has committed to meeting the requirements of the City of Davis' bike/ped coordinator including providing long-term, secured bicycle storage and bike wayfinding signage.
8. The applicant has committed to providing rental/shared bicycles to guests that will be outfitted with lights, locks, and baskets that can be used conveniently to transport groceries, briefcases, etc.
9. The applicant has committed to installing a crosswalk across Cowell and a flashing pedestrian light for pedestrian access to a planned Unitrans stop.
10. The applicant has committed to providing a points incentive program through the Hyatt Gold Passport loyalty program for guests who utilize alternative transportation while staying at Davis Hyatt House.
11. The applicant has committed to replacing the adjacent north-south city-owned asphalt bike/pedestrian path with a 10 ft. wide concrete path.

**C. Visibility and accessibility from Interstate 80.**

PKF, in its comprehensive feasibility and development analysis for the subject site, rated the site as "excellent" in all categories: accessibility, visibility, proximity to demand, and





long-term strategic potential. PKF concludes that "The proposed Hotel will have excellent visibility from I-80 for motorists traveling in both directions. Additionally, access to I-80 is deemed very good as the Mace Boulevard exist is located less than a few miles from the Subject site for westbound travelers, and the Richards Boulevard exit is located less than a few miles from the Subject site for eastbound travelers."

**D. Site location, product characteristics and amenities, and desirability for extended stay travelers (restaurants, groceries, neighborhood services, etc.).**

Due to its high quality construction, excellent location, brand affiliation and amenities, PKF (in the aforementioned analysis) concludes that the project, "...will be able to achieve an occupancy above its fair share of demand." Furthermore, PKF expects "...the proposed Subject to achieve an ADR well above the overall market average, which was \$99.31 through year-end 2014, as we expect the Subject to represent one of the highest quality hotels in the local market. We believe that an upscale hotel like a HYATT House affiliated with Hyatt could achieve an ADR of \$145, under the hypothetical condition that it was open in 2014. This ADR is approximately \$45 above the market average and slightly above the Hyatt Place UC Davis, currently the highest quality hotel in Davis."

The 120-room Hyatt House is an upscale extended-stay lodging product featuring studios, one- and two-bedroom kitchen suites and den guestrooms. The kitchen suites feature fully-equipped kitchens with full-size appliances, cookware, dishes, and utensils, while the den guestrooms feature a microwave and refrigerator. All guestrooms feature plush bedding, a flexible workspace, a flat-panel high definition LCD television, and complimentary Wi-Fi service. The Hyatt House also features indoor and outdoor social spaces, a lounge with an adjacent H BAR and social sectionals, the Bits+Bites+Borrows Market, a fitness center and a swimming pool. Guests can enjoy a happy hour that includes premium wine, beer, cocktails and light fare for purchase; this service sets the Hyatt House brand apart from most extended-stay lodging products. Hyatt House caters primarily to mid- to upper-income transient and interim individual guests looking for spacious accommodations and the comforts and conveniences of a space that allows them to live as though they were in a home.

The site is ideally located to meet the needs of an extended-stay guest. It is in close proximity to downtown Davis, UC Davis, the proposed Embassy Suites conference center, local employment centers, the Oakshade neighborhood shopping center,



numerous parks, greenbelts and recreational & athletic facilities. The site also has excellent access to pedestrian and bicycle infrastructure as well as public transit.

**E. Proximity or access to public transit.**

See response under Item B above.

**F. Proximity to residences and neighborhood compatibility.**

The site is in a transition area between I-80 and a residential neighborhood with a greenbelt, bicycle & pedestrian path, and tall trees separating the commercial uses to the north from the residential uses to the south. This transition area has historically been zoned office/research with a small quantity of neighborhood retail. The market has shown the parcels in this transition area to be infeasible for the current office/research zoning resulting in multiple zoning amendments including high-density residential, multi-family affordable housing and commercial recreation. For example, city staff wrote of the nearby New Harmony parcel: "Although the project will be reviewed on its own merits, it is reasonable to consider what the feasible alternatives for the site may be. Commercial development is unlikely. To date, the site and the other nearby business park parcels have not proven attractive to any development currently permitted. The determination was reinforced in an economic feasibility study that included the project site and found commercial development on the site generally infeasible." Staff and the city council reaffirmed this assessment in 2015 with the Villages at Willowbank zoning amendment. Of the feasible alternatives, an upscale extended-stay hotel is certainly one of the uses most compatible with the nearby residential neighborhood while still meeting community needs.

**G. Existing zoning.**

It is important to recognize that the only area within the City of Davis zoned for upscale, branded hotel projects is the Central Commercial District (which is why the Embassy Suites project required a General Plan and zoning amendment). All other areas within the City require a General Plan and/or zoning amendment. Regrettably, development of upscale, branded hotels in the Central Commercial District is not feasible due to the absence of opportunity sites. This being the case, a General Plan and/or zoning amendment is a required for ANY upscale, branded hotel project within the City of Davis.



The site is currently zoned P-D #2-12 (I-R) - industrial administrative and research. This zoning district permits large-scale administrative facilities, research institutions, specialized manufacturing organizations, and commercial recreation. As discussed above, existing zoning for the site and similarly situated sites has not proven attractive to development due to feasibility concerns resulting in the requirement of zoning amendments to accommodate feasible uses. In fact, the Davis Diamonds Gymnastics facility adjacent to the site required a zoning amendment to permit commercial recreation use. Without this zoning amendment (which resulted in the creation of the P-D #2-12 (I-R) district), it is likely that the Davis Diamonds parcel would be undeveloped or underdeveloped at this time.

As described in the applicant's planning application, a General Plan and zoning amendment are proposed in order to permit the project. The General Plan amendment provides for minimal changes to the existing text. It would allow hotel uses as conditionally permitted, and would allow a maximum FAR of 100% for these hotel uses. The zoning amendment would create a subarea for the subject parcel within the P-D#2-12 district and, with respect to this subarea would: (a) allow hotel uses as conditionally permitted, (b) adjust the height and floor restrictions for project, and (c) allow for the remaining development standards (setbacks, lot coverage, FAR, height, landscaping and parking) to be determined by a Final Planned Development (application made concurrently). This approach would facilitate implementation of the project without affecting or otherwise altering the existing zoning for the Davis Diamonds Gymnastics facility or the other areas within the P-D#2-12 district, and would also permit the use of the Final Planned Development process to officially determine the remaining development standards for the project (other than height/floor regulation). The use of a Final Planned Development process for the remaining development standards is consistent with the land use process utilized for the Davis Diamonds Gymnastics facility.

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- PROJECT -

- H. **Sustainability, including commitment to CalGreen Tier 1. LEED Gold or higher is encouraged. Desirable components could be on-site generation of renewable energy, water conservation practices, LED lighting, and similar measures.**

The project will advance a number of community environmental sustainability objectives. A project sustainability team and consultants consisting of Sid England, the Davis Energy Group, New Energy Assets (Chris Soderquist), Civic Spark, UC Davis Lighting Technology Center and others has been created with the intent of meeting or exceeding community sustainability standards.

Hyatt House Davis incorporates sustainability features into virtually all aspects of its design, construction and operations with the intent of:

- Significantly reducing the environmental footprint of the hotel; and
- Creating a healthy living experience for hotel guests and patrons.

The project will incorporate applicable design requirements from the 2013 California Building Energy Efficiency Standards (Title 24) and the 2013 California Green Building Standards Tier 1 (CALGreen). These standards alone ensure the design and construction of the project will be highly sustainable. However, Hyatt House Davis will incorporate many additional features that will make the facility a model for hotels in the region. The following topics will be addressed in the design, construction and operation of the project:

ENERGY EFFICIENCY AND RENEWABLE ENERGY GENERATION

The baseline design for Hyatt House Davis include energy efficiency specifications for heating, ventilation and air conditioning (HVAC), insulation, water heating, and lighting to meet CALGreen and Title 24 energy efficiency standards. In addition, it will include the following energy efficiency features to minimize the demand for non-renewable energy:

- Energy Star refrigerators and dishwashers in guest rooms with kitchens.
- High efficiency clothes washers in the staff laundry.



- Energy Star clothes washers in the guest laundry.
- Rooftop solar thermal to serve the staff laundry and kitchen.
- Rooftop solar thermal to serve guest rooms and guest laundry.
- Storefront glass with lower Solar Heat Gain Coefficient to reduce energy use and improve comfort in the space.
- High efficiency HVAC system.
- High efficiency staff kitchen equipment with demand controlled ventilation.
- Variable speed pool pumps with timer controls.

Photovoltaic panels with over 290 kilowatts of potential electricity generation capacity will be located on building roof tops and on parking lot shade structures. The PV panels currently are projected to produce approximate 430,000 kilowatt hours of electricity annually. This estimate depends on the final site layout and landscaping details and will be revised as appropriate when these decisions are finalized.

Davis Energy Group has modeled the expected performance of the project based on these design specifications, likely operating characteristics, and planned PV installation with the following results:

- Onsite renewable electricity generation will provide approximately 90 percent of the electrical demand of the facility on an annual basis.
- Natural gas consumption will be reduced by approximately 30 percent.
- Total energy from non-renewable energy resources (i.e., electricity and natural gas) will be reduced by over 60 percent compared to a new hotel designed just to meet Title 24 energy efficiency building standards.

[see chart on next page; remainder of page left intentionally blank]



	<b>ELECTRICITY (Kilowatt Hours)</b>	<b>NATURAL GAS (Therms)</b>	<b>TOTAL ENERGY USE (kBtUs)</b>
<b>PROJECTED BASELINE USE</b>			
(Modeled results based on proposed project construction specifications and likely operating characteristics.)	550,000	17,250	3,601,300
<b>ENERGY EFFICIENCY MEASURES</b>			
Energy Star appliances in guest rooms with kitchens	7,800	-	26,600
High efficiency clothes washers in staff laundry and Energy Star washers in guest laundry	7,600	3,800	405,800
Solar thermal to serve laundry, kitchen, guest rooms and guest laundry	-	1,730	173,000
Improved storefront glass	3,000	(100)	200
High efficiency HVAC system	29,000	(250)	74,000
High efficiency kitchen equipment	18,000	-	61,400
Synergistic effects of integrated system	1,700	20	7,800
Variable speed pool pump	3,900	-	13,300
<b>ENERGY EFFICIENCY SAVINGS</b>	<b>71,000</b>	<b>5,200</b>	<b>762,100</b>
<b>ONSITE RENEWABLE ENERGY GENERATION</b>			
Potential using photovoltaic panels on rooftops and parking lot shade structures	430,000	-	1,467,200
<b>TOTAL SAVINGS &amp; RENEWABLE GENERATION</b>	<b>501,000</b>	<b>5,200</b>	<b>2,229,400</b>
<b>PERCENT SAVINGS OVER BASELINE</b>	<b>91%</b>	<b>30%</b>	<b>62%</b>

### WATER USE AND MANAGEMENT

The following features will be incorporated to reduce water use in the Hyatt House Davis building:

- Low flow faucets, showerheads and toilets in all guest rooms.
- Low flow toilets and motion sensor faucets in public and staff restrooms.
- Water efficient clothes washing machines in staff and guest laundry rooms.
- Water efficient dishwashers in guest rooms.
- Laundering guest room linens and towels only upon request.



To reduce water use in landscaping, the following features are incorporated:

- Use of drought-tolerant plants in landscaping.
- Low flow irrigation system.

In addition, rainwater runoff from the parking lots, roof top and other hardscape will flow through a stormfilter box to remove silt and improve water quality before being discharged to the storm water system.

### SUSTAINABLE TRANSPORTATION

The site for Hyatt House Davis is ideally located for promoting the use of sustainable transportation. Four Unitrans bus stops providing access to two routes are within a 7-minute walk of the hotel front door. The site also is within walking distance of a neighborhood shopping center, parks and athletic facilities.

A city greenbelt forms the south edge of the hotel property and provides pedestrian and bicycle connections to local destinations. Bicycle ride times to downtown (via the Poleline overpass) and campus (via Putah Creek bicycle path) are less than 8 and 12 minutes, respectively. The site is in the immediate vicinity of the Interland/University Research Park as well as the potential future office/research park at 3501 Chiles Road. And, it is only 6 minutes by bicycle to the 2nd Street business corridor via the Dave Pelz bicycle overpass.

To facilitate use of sustainable transportation modes, the following amenities and programs will be marketed and provided to hotel guests and patrons:

- Online information about pedestrian, cycling, and public transportation alternatives available to guests before they arrive.
- A Hyatt House shuttle bus, powered by compressed natural gas (CNG), that will connect to Sacramento International Airport, UC Davis and other guest destinations.
- A bicycle parking area with a minimum of 30 spaces.
- Rental/shared bicycles available to guests that will be outfitted with lights, locks, and baskets that can be used conveniently to transport groceries, briefcases, etc.
- A points incentive program through the Hyatt Gold Passport loyalty program for guests who utilize alternative transportation while staying at Hyatt House Davis.





- Electric vehicle charging stations to promote use of this technology as a more sustainable transportation mode.

#### WASTE REDUCTION AND RECYCLING

During construction of Hyatt House Davis, at least 75 percent of the construction and demolition waste will be diverted from local landfills. This percentage is the minimum required by the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) program for New Construction (NC) to achieve a credit towards certification. In addition, the project will strive to achieve a 95 percent diversion rate to achieve a higher credit under the LEED program.

The entire facility will be designed to provide for waste reduction and recycling from the common spaces to the operations spaces. Recycling receptacles consistent with City of Davis waste collection and diversion programs will be provided in guest rooms, employee work areas, kitchens, and public areas as well as outdoor collection and pickup locations. A program will be developed to minimize waste generated from food prepared in the hotel kitchen, by merchandise available for sale in the hotel market, and by hotel office functions.

#### HEALTHY LIVING

Overall, Hyatt House Davis will strive to make hotel guests and patrons feel fresh, focused, and at their finest with well-designed open public spaces and guestrooms. Guests and patrons will be able to enjoy easily accessible, state-of-the-art technology whenever needs demand, as well as healthy food and fitness options. With bikes available to borrow for accessible trips across the city, a saline water swimming pool, and a large fitness center with equipment that charges personal devices through pedal power, Hyatt House Davis is committed to healthy living.

The design team has engaged the UC Davis Lighting Technology Center to help develop the lighting plan for Hyatt House Davis. The intent of this work-in-progress is not only to ensure an energy efficient system, but also to incorporate the latest research and technology in lighting color and intensity to promote good health and sleep for our patrons.



## SUSTAINABILITY CERTIFICATIONS

Certification of sustainability programs by a third party ensures that the reporting is accurate and objectives are met. Initially, Hyatt House Davis will pursue these certifications:

- U.S. Green Building Council Gold Level Certification in LEED NC program.
- City of Davis Partner for a Green Business.

As facility design progresses, certification by the following programs will be evaluated and considered:

- Green Seal Certification.
- Energy Star Rating.
- California Green Lodging Program.
- Routine recertification by the U.S. Green Building Council LEED program for Building Operations and Maintenance (O+M).

### I. High-profile brand not provided elsewhere in the City of Davis.

There is no other Hyatt House in the City of Davis or its immediately surrounding communities. The group of Hyatt brands, including Hyatt House, are nationally and internationally known, and are each designed to deliver experiences attuned to the lifestyles, attitudes, values, and aspirations of the guests for whom it is designed. As a unified portfolio, Hyatt's properties share core values across the Hyatt brand: exceptional guest service, upscale amenities, popular food and beverage programs, and innovative interior designs that incorporate local art and style.

In addition, from a market segmentation perspective it is critical to note that there are no other extended stay hotels in the City of Davis. An extended stay hotel in the City will meet significant unmet demand and will compliment and support, rather than compete with, the Hyatt Place UC Davis (a non-extended stay hotel) and all other existing and planned hotels in the City (including the planned Embassy Suites project). Hyatt House Davis is the first extended stay hotel project proposed in the City.



**J. Transportation demand management commitments, including a shuttle service to airport and conference facilities.**

See response in "Sustainable Transportation" under Item H above.

**K. Anticipated revenue to the City of Davis (including TOT, property tax, sales tax, and Development Agreement commitments).**

There are very few land uses that generate as much direct and indirect City revenue as the Hyatt House Davis project, while having only a negligible impact on City costs. The project will generate sales, property, and transient occupancy tax (TOT) for the City General Fund. The project is projected to generate \$560,000 p.a. in TOT within 2 years of opening plus an additional \$106,000 p.a. in Visitor Assessment BID fees for the Yolo County Visitors Bureau to market & promote Davis and Yolo County. As a "necessary complement" to the Embassy Suites project, the Hyatt House Davis project is expected to increase occupancy at the hotel/conference facility and other local hotels by making group bookings more viable thereby contributing to additional TOT and YCVB revenues. The estimated project budget of \$22 - \$24 million would increase the annual total property tax obligation by approx. \$275,000; the City's 24.45% share would be approx. \$53,790 per year [note: computed using same methodology as Embassy Suites project application]. The one-time sales tax on the approx. \$2,750,000 FF&E package will amount to approx. \$234,000; the City's share will be approx. \$55,000. Construction will also generate construction tax (estimated at \$450,000) and development impact fees (over \$1,000,000) that could be used for Richards Boulevard improvements or other City priorities.

**L. Commitment to high-quality architectural treatments that reflect the community and neighborhood context.**

The proposed architectural design massing, articulation, proportion, repetition of building elements and material applications are of a high-quality in design, character and material composition. The Davis community and adjacent neighborhood have been analyzed, considered and reflected in the design of the proposed project. The following describes specific design features and building materials that reflect the design approach:



1. A cultured stone veneer finish has been incorporated into the design of the project at the pedestrian level along the first floor façade and the cladding of several vertical façade masses.
2. The ground floor entrance includes large expanses of clear glazing to create a large inviting front window into the hotel. The commercial storefront window system will lead hotel guests and Davis residents into the hotel's public amenities including an outdoor patio, lounge and bar.
3. The main entry of the hotel and signature tower are finished in a high-gloss cement plaster creating a unique and distinctive architectural design element.
4. The mass of the building is segmented into smaller elements to create a repetition similar to the neighboring residential homes.
5. The trellis at the outdoor patio extends from the interior public amenities and allows for enjoyment of the outdoors.
6. Potential shade canopies at guest room windows to further articulate the building façade and reduce solar heat gain.
7. The guest room windows are further articulated with lintels when located within the cultured stone veneer reflecting a historical architectural window treatment.
8. The exterior mechanical louvers have been integrated into the overall design composition of the exterior façade.
9. The articulation of the building envelope is consistent across all building elevations.
10. The commercial property will be separated from the residential neighborhood with a new perimeter wood fence installed along the greenbelt pathway creating a similar and consistent design along each side of bike path.

**M. Integration of project amenities such as public art.**

The principals of the applicant are longtime supporters of local art having launched a downtown artists collective, supported placement of sculptures and murals on public



and private property, supported Davis Arts Center community art projects, etc. The applicants have met with the Davis Arts Center, the Pence Gallery and the city's Arts & Culture Program Manager to explore opportunities to place locally-created art in the project's public spaces and guest rooms. An arts budget and a plan for permanent and rotating art exhibits will be developed together with local community arts groups upon project planning approval. Although the scope of the partnership with the aforementioned entities is still being developed, the applicant is committed to reasonable initial minimum expenditure for art in the hotel's public spaces.

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**- DEVELOPER -**

- N. Demonstrated team experience and capability for both the development and operation of a first-rate hotel facility.**

**And**

- O. Demonstrated financial capacity for project delivery, if approved.**

These criteria will be responded to together since they both address a core consideration, which is whether Presidio Companies has the capability to successfully complete and execute the Hyatt House Davis project.

Presidio Companies excels at building relationships as much as it succeeds at building hotels. Two of our recent projects, Hyatt UC Davis, and Las Alcobas St. Helena, demonstrate this drive and ability.

At Hyatt UC Davis, Presidio Companies partnered with the University to develop a much needed hotel on campus to service the many nearby campus venues and associated guests and patrons. Presidio partnered with Tricorp, whose staff had worked for many years with the campus and completed construction management services on more than 40 projects there. This resulted in a smooth and cordial working relationship, later shared by HRGA, the architects for the project. This relationship resulted in a project that moved quickly through reviews and inspections, was built on time, and had no change orders throughout the life of the project.

Likewise, Presidio Companies engaged effectively with the City of St. Helena prior to its development of the Las Alcobas Resort and Spa project. The City of St. Helena's concerns with maintaining the quality of life in the small town while meeting the needs of its local wineries, retailers and the tourists who come to see them, made development in the City a balancing exercise. Presidio worked diligently to become a trusted and supportive member of the community with the Mayor and the Council while Tricorp and HRGA reassured the Planning Department, Historic Society, and other concerned entities that the team was able to meet the needs of the client and the community. Las Alcobas Napa Valley was the first major development approved and under construction in St. Helena in recent memory. The Starwood branded hotel will open later this year.



Presidio understands the length of time and the human capital it takes to develop new and complex projects. Presidio’s team commits firmly to the City of Davis in providing the necessary time and expertise in bringing the Hyatt House Davis project to fruition.

The experience and capabilities of the key development team members for the Hyatt House Davis are enclosed at [Appendix I](#). A summary of representative projects showing the track record of Presidio Companies and other team members is enclosed at [Appendix II](#). A letter of support and preliminary commitment for equity financing for the project is enclosed at [Appendix III](#). And finally, a letter of support from John A. Meyer, Vice Chancellor (retired), UC Davis is enclosed at [Appendix IV](#).

Below is summary of the Hyatt House Davis key team members and roles:

Role	Company/Individual	Key Individual(s)
Owner/Developer	Presidio Companies	Guneet Bajwa Sushil Patel Rikesh Patel
	Davis Commercial Properties Bill Habicht	Michael Bisch
General Contractor	Tricorp Group Inc.	Tony Moayed Brian Toppel
Architect	HRGA	Richard Harper Young Kim



## APPENDIX I

### EXPERIENCE AND CAPABILITIES OF DEVELOPMENT TEAM



# QUALIFICATIONS AND EXPERIENCE

## PRESIDIO COMPANIES

Since 2000, Presidio Companies and its affiliates (the “company” or “Presidio”) have been involved in over \$900 million of hotel and commercial real estate transactions. Presidio’s vision has been to generate capital gains by focusing on deep value opportunities in growth markets. During this time Presidio has developed strong relationships with the major hotel franchisors including Hyatt, Marriott, Hilton, and Starwood.

Presidio has over 15 years of experience in ground up development, deep renovations, and management of operations of virtually every segment of the hospitality market. Presidio has owned and operated independent boutique properties, full-service conference center hotels, full-service resort hotels as well as select and limited service properties. The company’s focus is opportunistic deals that are either in a high barrier to entry location or exhibit a value play where total basis is competitive with other properties in the market. The ideal project fits into both categories. Examples include Presidio’s projects in Kauai and St. Helena. In Kauai, Presidio acquired a family owned hotel in an off-market transaction at an extremely low basis, organized the renovation and re-branding of the property, and exited the project via sale to an institutional investor at a high point in the cycle. In St. Helena, Presidio acquired a large development site in a high barrier to entry location, and developed a luxury hotel at approximately one-half of the total basis of recently developed competitive properties. Other attractive projects to the company include public-private deals which are not widely marketed and provide a cost advantage in the form of a below market ground lease or other subsidies.

Presidio is responsible for all aspects of its projects including identifying the hotel site, product, brand, and size based on a complete market analysis. The company also addresses zoning and other development issues, structures and arranges the capital stack, develops the components and design of the hotel product and oversees all elements of construction management and operations. Throughout the course of Presidio’s projects, the company has a proven track record of implementing creative solutions that maximize both the potential of the hotel and all capital funds invested.

Presidio’s investment equity is committed through a stable base of accredited investors that have invested through project-specific syndications and, more recently, through Presidio’s discretionary fund investment vehicles which invest in Presidio sponsored projects as well as co-sponsor and preferred equity transactions.

In the past few years, Presidio has diversified into construction and seed stage investment opportunities. The company has ownership in Tricorp Group Inc., which vertically integrates into the company’s hotel development platform. With over \$100 million in annual construction, Tricorp Group has arisen quickly as a top 25 contractor in Northern California. Presidio’s seed stage investments focus on companies that create a new market or new set of buyers by exploiting, capitalizing and profiting on under-utilized assets. Presidio’s primary investment is in Structure Capital. Structure is an investor in over 91 companies which include UBER, SurfAir, Primarq, BoatBound, Chef’s Feed and Jobr. Presidio is also a direct investor in various companies including GrapeSeed Wine Fund, CargoMatic, Guestdriven, Stellar Labs, and FlatBook.





## GUNEET BAJWA

Managing Principal  
Presidio Companies



Guneet Bajwa joined Presidio in 2002 having already spent more than 20 years working in senior management of hotel operations and specializing in large food and beverage and convention facilities.

As the face of Presidio, Guneet is a central point of contact for all Presidio hotel activities, and oversees direction of Presidio’s 3rd-party hotel operating partners. In this capacity he is responsible for the asset management, development, planning, and implementation of Presidio’s multi-brand portfolio.

Prior to joining Presidio, Guneet worked in Alberta, Canada as Regional Director for S. J. Suleman Investments, Ltd. a hospitality company. Among his many undertakings there, Guneet served as the project leader overseeing the acquisition, redesign & renovation and repositioning of Six Continent Hotels in Alberta. Under his stewardship the hotels earned the prestigious Six Continent Hotels Newcomer of the Year, along with three Quality Excellence awards.

A native of India, Guneet is a graduate of the University of Winnipeg in Canada where he received his Bachelor of Arts in Economics and a Bachelor of Arts in Mathematics. He received his MBA from Simon Fraser University in Vancouver, British Columbia, Canada. Guneet is an avid golfer and runner and competes in Ironman triathlons. He lives in Davis, California with his wife Dr. Kulbir Bajwa, son Saihaj and daughter Sanjana.

Education:

B.A. in Economics and Mathematics, University of Winnipeg, Canada

MBA, Simon Fraser University, Vancouver, British Columbia, Canada



## SUSHIL PATEL

Managing Principal  
Presidio Companies



Sushil Patel learned the hotel business literally from the ground up. Spending time in and around his father’s properties, he worked in a wide variety of capacities - everything from housekeeping to maintenance to the front desk to comptroller. The result is a strong knowledge of every aspect of the hotel industry.

In 1998 Sushil made his first professional foray into the hotel business when he acquired the Holiday Inn Select-Fairfield/Napa Valley.

Once that hotel was successfully repositioned, Sushil began to assemble a highly talented team and founded the Presidio Companies in 2000.

As Managing Principal of Presidio, Sushil is responsible for both the philosophy and direction of the company. He is involved with acquisitions, development, investor relations, and oversees Presidio’s portfolio investments. He serves as a board member for TriCorp Group Inc. and GrapeSeed Wine Fund as well as an advisor to several of Presidio’s portfolio investment companies.

Sushil received a Bachelor of Arts degree in History from California State University, Sacramento. He lives in Napa, California with his wife Elizabeth and daughter Olivia.

Education:

B.A. in History, California State University, Sacramento.





**Education:**

B.A. in Economics, University of California, Berkeley, CA

J.D., Golden Gate University, San Francisco, CA

## RIKESH PATEL

Principal + General Counsel  
Presidio Companies



Rikesh Patel joined Presidio in 2013 after a 10-year career as a real estate attorney at a top-tier San Francisco law firm where he exclusively represented institutional real estate developers.

Rikesh serves as Managing Director of Presidio Capital Partners LLC, which is the fund manager of Presidio's discretionary fund investment vehicles. In this capacity Rikesh oversees and structures all capital allocation and investment strategies for Presidio's funds, manages fund operations, and is responsible for the overall implementation of the funds' investment and risk-return objectives. Outside of this capacity, Rikesh provides integral support to the other principals respecting all aspects of the transaction cycle for Presidio's projects, from site selection, underwriting, due diligence and acquisitions to development, design, financing, construction, operations and dispositions.

In addition, Rikesh manages the entirety of Presidio's legal affairs and its outside counsel. Rikesh directly negotiates and structures all of Presidio's major transaction related deal documentation including purchase and sale agreements, development related agreements, ground leases, joint ventures, equity investments, debt financings, construction contracts, franchise agreements and third party management agreements.

Rikesh lives in San Francisco, California with his wife Sweta, son Zain and daughter Kenna.

## TRICORP GROUP, INC.

TRICORP GROUP delivers large company expertise with small company relationships and service. TRICORP GROUP uses its diverse project experience to create positive, original construction and management solutions to make each project the most efficient, cost effective, and high quality it can be. Our collective experience encompasses Business Development, Construction Management, Preconstruction, Estimating, Purchasing, Financial Analysis, Project Management, Superintendence and Field Engineering.

TRICORP GROUP has managed several Design/Build contracts for hospitality projects and has current work in the Sacramento Region, the Napa Wine Country, and the San Francisco Bay Area. TRICORP GROUP will make suggestions on cost and energy efficient ways to meet project goals based on our experience building large, fast-track hospitality projects for brands with exacting specifications.

TRICORP GROUP was the Design/Build contractor at the Hyatt UC Davis project. The company is very familiar with University of California design standards, real estate and building processes, and working with campus teams to maximize schedule and program efficiencies. Tony Moayed, CEO, and Brian Toppel, Director of Operations, have been working with UC Davis as Construction Managers on more than 40 projects since 1994.





## TONY MOAYED

CEO

Tricorp Group, Inc.



Tony Moayed, Principal and CEO of Tricorp Group, Inc., also founded TMCS, a Construction Management firm with emphasis on Education and Healthcare projects. With over 35 years of solid construction experience, Mr. Moayed has worked with some of the nation's largest contracting firms as Chief Estimator, Pre-Construction and Construction Manager.

### Education:

B.S. in Construction Management, CSU, Fresno

M.B.A., CSU, Fresno

LEED Accreditation

- Argent Hotel, San Francisco, CA – 700 rooms
- Hyatt Place Hotel, Riverside, CA – 129 rooms
- Hyatt Place Hotel, El Segundo, CA – 143 rooms
- Hyatt Place Hotel at UC Davis, Davis, CA – 125 rooms
- Las Alcobas Napa Valley, St. Helena, CA - 68 rooms
- Springhill Suites by Marriott, Anaheim, CA – 120 rooms
- Springhill Suites by Marriott, Atascadero, CA - 130 rooms
- Hampton Inn & Suites, Union City, CA - 90 rooms
- Marriott's Tenaya Lodge Hotel, Yosemite, CA
- 16 Powerhouse Apartments, Sacramento, CA - 50 units
- Eviva at Midtown Apartments, Sacramento, CA - 117 units
- Preserve at Marin Apartments, Corte Madera, CA - 126 units



## BRIAN TOPPEL

Director of Operations

Tricorp Group, Inc.



Brian Toppel has over 25 years of experience working with multiple ENR top 500 Contractors, as Project Manager assisting them in the construction of multi-million dollar projects. Brian has provided Construction Management Services for G-REM Corporation, UC Davis, and Sacramento State, and has worked with Tony at TMCS and Tricorp since inception of the companies.

### Education:

BS, Engineering Technology, Construction Management, CSU Sacramento

Minor, Business Administration, CSU Sacramento

Brian Serves as the Director of Operations for Tricorp Group, providing oversight and guidance to project teams. He is responsible for all field operations. Brian is passionate about developing and training staff members. He has been involved in many of the company's hospitality projects, and has been instrumental in the completion of more than 40 Construction Management projects at UC Davis.

- Courtyard by Marriott, Redwood City, CA - 177 rooms
- Springhill Suites by Marriott, Belmont, CA - 168 rooms
- Las Alcobas Napa Valley, St. Helena, CA - 68 rooms
- Hyatt Place Hotel, Riverside, CA – 129 rooms
- Hampton Inn & Suites, Salinas, CA – 105 rooms
- Hampton Inn, Union City, CA – 90 rooms
- Eviva at Midtown Apartments, Sacramento, CA - 117 units



## HRGA ARCHITECTS

HRGA provides architectural design services on a broad range of public and private project types throughout northern California and the western region. The company is dedicated to helping our clients achieve lasting project value through creative and cost-effective solutions. Its success springs from effective communication, creative problem-solving, teamwork and a proactive approach to service. HRGA embraces the technologies that improve coordination and communication among all project participants, and maintains hands-on principal involvement from start to finish to ensure that it delivers on each project's goals and objectives.

HRGA has collaborated on numerous projects with Presidio Companies, Las Alcobas, and Tricorp Group. They have an impressive hotel design portfolio, as well as experience with mid and highrise design. They have worked on campus at CSU Sacramento and CSU Chico.





**HRGA ARCHITECTS**  
 Richard Harper, NCARB  
 Principal



Rick has over 30 years of experience managing major project types including the master planning and design of public- and private-sector projects for state and local jurisdictions, corporate campuses, high-rise office buildings, high-rise mixed-use residential buildings, and convention facilities. He has diverse experience with design-build and fast-track projects and parking structures, and has completed major projects with nationally known general contractors.

**Education:**

BS Arch, Cal Poly San Luis Obispo, 1978

**Registrations:**

California Registered Architect, C13830  
 Registered Architect in WA, OR, NV, CO, AZ

**Representative Project Experience**

- Las Alcobas, St. Helena, CA
- Hyatt Place, Davis, CA
- Hyatt Place / Basalt Community Campus, Basalt, CO
- Marshall hotel, Sacramento, CA
- Radisson Hotel and Convention Center , Sacramento, CA\*
- Radisson Hotel Tower Conceptual Design, Sacramento, CA\*
- Rocklin Park Hotel Renovation, Rocklin, CA\*
- Fairfield Courtyard Hotel Lobby and Dining Renovation, Fairfield, CA
- Sheraton Hotel Renovation, Fort Worth, TX
- Hyatt Hotel Concept, Rancho Cordova, CA
- Davis Depot Hotel Conceptual Design, Davis, CA



**HRGA ARCHITECTS**  
 Young Kim, AIA/LEEDap  
 Principal



Throughout his nearly 20 years of experience, Young has demonstrated excellent abilities in the design, technical development, and management of small- and large-scale complex projects. He has vast experience in the coordination of design and consultant teams. An outstanding designer, he also has a proven track record of producing good results within the budget, schedule, and design constraints of a project. His excellent design skills revitalize traditional architectural forms and create modern structures within sustainable sensitivities. Young’s experience encompasses corporate, civic, and higher education projects, along with a substantial portfolio of mixed-use large scale development

**Education:**

B Engineering in Architecture, Korea University, 1994  
 M Engineering in Architecture, Korea University, 1996  
 Master of Architecture, University of Pennsylvania, 2000

**Registrations:**

California Registered Architect,

**Representative Project Experience**

- Las Alcobas, St. Helena, CA
- Hyatt Place, Davis, CA
- Hyatt Place / Basalt Community Campus, Basalt, CO
- Marshall hotel, Sacramento, CA
- Fairfield Courtyard Hotel Lobby and Dining Renovation, Fairfield, CA
- Sheraton Hotel Renovation, Fort Worth, TX
- 10 & J Street Boutique hotel concept study, Sacramento, CA\*



DAVIS COMMERCIAL PROPERTIES

MICHAEL BISCH



Michael Bisch has an extensive background in mortgage lending and international corporate finance. He's been a self-employed entrepreneur for the past 18 years, the past 8 of which as the owner/operator of Davis Commercial Properties, a full-service commercial real estate brokerage firm. Michael has been the volunteer-president of the Davis Downtown Business Association the past 5 years and has been a participant in a number of City of Davis economic development, placemaking, community art and social services efforts.

BILL HABICHT



Bill Habicht is a community leader who has helped to establish programs that serve the common good of Davis, including the Interfaith Rotating Winter Shelter of Davis, JumpStart Davis and the Radiate Art Collective. He is a graduate of Virginia Commonwealth University (M.S.W.) and Union Presbyterian Seminary (M.Div) in Richmond, VA. Bill and his family moved to Davis in 2005. Since arriving in Davis, he has been recognized for his community service by the City of Davis, the Sunrise Rotary of Davis and the Yolo County Multi-cultural Community Council. Bill and his family live in the Rose Creek neighborhood on Greene Terrace.

## APPENDIX II

### REPRESENTATIVE PROJECTS





# REPRESENTATIVE PROJECTS FOR:





# Hyatt Place UC Davis

Davis, CA

PROJECT TEAM    Presidio Companies - Developer  
TRICORP Group - Design/Builder  
HRGA - Architect, Phase II







The Hyatt Place UC Davis Hotel, a select service property located on the campus of the University of California at Davis, was initially built in 2010. The original project had 75 guestrooms, and the 52-room expansion was completed in March 2014. The property has approximately a total building square footage of 75,000, with 2,500 square feet of indoor/outdoor meeting space, a 24-hour fitness center and café as well as an outdoor pool and spa. The documents were reviewed and approved by the Department of State Architects (DSA) and UC Davis Health Department. This was one of the first hospitality projects completed through a Public-Private-Partnership delivery method.

### Development Cost and Financing

Development Cost	Sale Date	Sale Price	Buyer	Broker	Lender
<b>\$ 17.3 Million (New build)</b>	May 2014	\$ 24 Million	Westbrook Partners	Cushman Wakefield	First Northern Bank

Debt	Total Equity	Presidio Equity	Capital Partner	Equity Multiple
<b>\$ 13.6 Million</b>	\$ 3.7 Million	\$ 50,000	\$ 3.65 Million	2.3X

### Development Schedule and Performance

#### Initial Hyatt building

TASK	DURATION	START	FINISH
<b>BUILDING</b>	280	5/2009	2/2010
<b>START UP&amp; Cx</b>	30	2/5/2010	3/7/2010
<b>INSPECTIONS</b>	20	2/23/2010	3/15/2010
<b>FF&amp; E INSTALL</b>	60	1/30/2010	3/30/2010
<b>HOTEL OPENING</b>		3/30/2010	

#### Hyatt UC Davis Expansion

TASK	DURATION	START	FINISH
<b>PRE CONSTRUCTION</b>	240 days	10/1/2012	5/31/2013
<b>BUILDING</b>	175	7/1/2013	12/23/2013
<b>FINAL SITE WORK</b>	25 days	1/15/2014	2/10/2014
<b>START UP&amp; Cx</b>	30 days	1/6/2014	2/6/2014
<b>INSPECTIONS</b>	20 days	1/29/2014	2/18/2014
<b>FF &amp; E INSTALL</b>	50 days	2/1/2014	3/20/2014
<b>HOTEL OPENING</b>		4/2014	
<b>HOTEL SOLD</b>		5/2014	



# Sheraton

Fort Worth, TX

PROJECT TEAM    Presidio Companies - Developer  
TRICORP Group - Construction Manager  
The Gettys Group - Property Improvement Plan Designer





Sheraton Fort Worth is a 431 room, 392,000 sf , full service convention hotel located next to the Convention Center in Fort Worth, TX. Complementing the large, spacious guestrooms, the Sheraton features more than 21,000 square feet of flexible meeting and event space, two food and beverage facilities, fitness center, business center, and surface and ground parking.

Presidio Companies acquired the property in July 2013, and affected a \$9.25 million Property Improvement Plan, including renovation of guest rooms and public spaces.

### Public Entity Assistance

The City of Fort Worth initiated a Hotel Occupancy Tax (“HOT”) Reimbursement program to help stimulate development of the area hotels. The

Sheraton entered into a Development Agreement with this incentive and started receiving benefits in the form of a Program Grant starting in 2010, based on the activity from 2009. Through 2015, the benefits earned have totaled approximately \$2.7 million.

### Development Cost and Financing

Purchase Cost	Acquired Date	Renovation cost	Lenders	Manager
\$ 49.3 Million	July 2013	\$ 5 Million	Guggenheim Partners/ Terra Capital	Interstate Hotels & Resorts

Senior Loan	Total Equity	Presidio Equity	Capital Partner	Las Alcobas
\$ 41 Million	\$ 11.65 Million	\$ 4.5 Million	\$ 5.5 Million	1.6 million

### Development Schedule and Performance

TASK	DURATION	START	FINISH
PRE CONSTRUCTION, (Financing & Submittals)	365	2/20/2006	2/20/2007
REMODEL	400	3/1/2007	4/1/2008
FINAL SITE WORK	30 days	4/1/2008	5/1/2008
START UP& Cx	120 days	1/10/2008	5/10/2008
INSPECTIONS	60 days	3/15/2008	5/15/2008
FF & E INSTALL	60 days	5/15/2008	7/15/2008





# Las Alcobas

St. Helena, CA



PROJECT TEAM Presidio Companies & Las Alcobas - Developer

TRICORP Group - Design/Build Contractor

HRGA - Architect





This is a 5 star, 68- room luxury boutique hotel in St. Helena, CA. The historical renovation of the existing Acacia House includes 5 guest rooms, reception, wine tasting room, and a restaurant and will be the focal point of the development. The spa and conference room are in separate buildings, yet central to the rest of the guest room buildings and pool. This property is located next to the Beringer Mansion to the north and the vineyards to the west. Add: Luxury/Lifestyle Resort

Presidio acquired the Grandview Apartments in downtown St. Helena. The project is for a 68 room luxury hotel, 80 seat restaurant and a wellness spa. The Project includes renovation of the existing historic mansion. Our site is adjacent to Beringer Winery and Culinary Institute of America.

### Development Cost and Financing

Purchase Cost	Acquired Date	Development cost	Lenders	Opening
\$ 9.45 Million	October 2011	\$ 51 Million	US Bank	June 2016

Debt	Total Equity	Presidio Equity	Las Alcobas
\$ 29.5 Million	\$ 19 Million	\$ 4.5 Million	\$ 17 Million

### Development Schedule and Performance

TASK	DURATION	START	FINISH
OPERATED AS EXISTING APARTMENT COMPLEX	900 days	Oct-11	Jun-14
REPROGRAMMING HOTEL DESIGN WITH NEW CAPITAL PARTNER (Extensive exterior and interior redesign)	516 days	Dec-12	Jun-14
SITE WORK	60 days	Jun-14	Aug-14
APPROVED FOR EXPANSION		Jul-15	
BUILDING	730	Aug-14	Aug-16
FINAL SITE WORK	90	Apr-16	Jul-16
FF & E	60	Jun-16	Aug-16
EXPECTED OPENING		16-Aug	





# Courtyard Kauai Resort at Coconut Beach

Kapaa, HI

DEVELOPER

Presidio Companies managed all aspects of the development.





This 311 room, full service hotel sits on a 10.4 acre site and was acquired in by Presidio Companies in September 2003. The property is currently flagged as a Courtyard by Marriott under a franchise agreement with Marriott International. This property is the only Courtyard hotel located in the Hawaiian Islands, and is one of three resort-style hotels with a primarily leisure orientation in the Courtyard system (the other two resort oriented properties are located in San Juan, Puerto Rico, and Surfer's Paradise, Australia).

Presidio undertook a \$38 million renovation and rebranding to the Courtyard by Marriott brand. The renovation included full renovation of guest rooms, restaurant, lounge, and meeting space, lobby and public areas, pool and courtyard area, parking and building exterior, back of house improvements. Presidio also added a wedding gazebo, outdoor massage hut, spa facilities, Marketplace food kiosk and coffee bar, and a business center. The project was sold post-renovation in June 2006.

### Development Cost and Financing

Purchase Cost	Acquired Date	Renovation cost	Lenders	Sale Date	Sale Price	Buyer	Broker
\$ 9 Million	September 2003	\$ 38 Million	Wachovia - Ramsfield/ Cargill	June 2006	\$ 70 Million	RREEP	Colliers

Debt	Total Equity	Presidio Equity	Equity Multiple
\$ 43.2 Million	\$ 4 (incl. other costs) Million	\$ 3 Million	\$ 4.5X

### Development Schedule and Performance

TASK	DURATION	START	FINISH
PRE CONSTRUCTION (Financing & Submittals)	90	10/10/2003	1/10/2004
SITE WORK	30	1/15/2004	2/15/2005
BUILDING REMODEL	450 days	2/15/2004	5/15/2005
START UP & Cx	120 days	12/15/2005	4/15/2005
INSPECTIONS	30 days	3/10/2005	4/10/2005
FF & E INSTALL	60 days	3/15/2005	5/15/2005
HOTEL OPENING		6/2005	
HOTEL SOLD		6/2006	

APPENDIX III

LETTER OF SUPPORT AND PRELIMINARY COMMITMENT FOR EQUITY FINANCING





RCP PROPERTIES, LLC

April 15, 2016

Guneet Bajwa  
Managing Principal  
Presidio Companies  
1007, 7th Street, Suite M-100  
Sacramento, CA 95814

RE: Letter of support for Presidio Companies, and Letter of Intent for equity contribution; proposed Hyatt House Davis, CA

Dear Guneet,

As a long time partner and investor in Presidio Companies projects, including the Hyatt Place UC Davis, we write to provide our support for Presidio Companies and the proposed Hyatt House project on Cowell Boulevard.

Since 2005, RCP has invested over \$20 million of equity capital in Presidio projects, from ground up developments to complicated repositionings. Presidio has proven to be a knowledgeable and effective hotel developer and operator particularly in assembling the critical components of a successful hotel development – franchise/brand, programming and design/construction team, and financing.

In reviewing the existing design plans for the Hyatt House, Presidio's underwriting and the planning submittal documents, we are confident that Presidio has tackled all of these important components and has developed a hotel plan that is both well positioned and feasible.

Additionally, as is customary, we review Presidio projects for investment opportunities and, subject to final due diligence, we have agreed to provide Presidio up to \$5.7 million of equity capital to Hyatt House project. This preliminary commitment evidences our confidence in Presidio's ability to develop the hotel and the overall economics of the project.

Very truly yours,

A handwritten signature in cursive script that reads "Blake Lugash".

Blake Lugash  
President

8333 Douglas Avenue - Suite 300 - Dallas, TX 75225  
P: 469.533.4000 - F: 469.533.4050

APPENDIX IV

LETTER OF SUPPORT FROM JOHN A. MEYER (UC DAVIS)





John Meyer  
616 E Street  
Davis, California 95616  
530.753.7608  
c 530.219.5967

January 27, 2016

I write to endorse the qualifications and approach of the Presidio Companies in the development of a university affiliated hotel. While serving as Vice Chancellor, I had the opportunity to work directly with this group in the development of a Hyatt hotel on the UC Davis campus.

The campus had long planned for a conference center and hotel complex, yet the development of a viable business plan for this project was elusive. Our engagement with Presidio to construct, own and manage the hotel property became an elegant approach to deliver this component of the project through private financing. It also provided assurance the property would be managed in a manner that reflected the highest levels of quality.

To be kind, the university project and approval process can appear lengthy and cumbersome to those from the private sector. The patience and dedication to this project shown by the Presidio Companies throughout our approval process was most appreciated. This included concern expressed by local hoteliers that resulted in the first phase of this project having a smaller number of rooms than planned.

Construction on the Hyatt Place hotel began in January 2009 with the grand opening in March 2010. Additional rooms were added to the property shortly thereafter.

By all accounts the project was highly successful. I would welcome another partnership with the Presidio Companies as they demonstrated professionalism, flexibility and continued attention to providing services of the highest quality. We estimate that the ultimate value of this project was \$21 million. To underscore the value and quality delivered by the Presidio Companies, they sold this project in 2014 to the owners of the Four Seasons Hotel in San Francisco.

If I can provide any additional information, please do not hesitate to contact me.

Sincerely,



John A. Meyer  
Vice Chancellor (retired), UC Davis

[john.meyer@live.com](mailto:john.meyer@live.com)



DEPARTMENT OF COMMUNITY DEVELOPMENT AND SUSTAINABILITY

23 Russell Boulevard, Suite 2 – Davis, California 95616  
530/757-5610 – TDD: 530/757-5666

August 17, 2016  
Amended October 20, 2016

PUBLIC DRAFT INITIAL  
STUDY AND  
MITIGATED NEGATIVE  
DECLARATION  
HYATT HOUSE HOTEL PROJECT  
2750 COWELL BOULEVARD

City of Davis, Community Development &  
Sustainability  
23 RUSSELL BLVD, DAVIS 95616

CITY OF DAVIS

**Environmental Checklist and Initial Study for Mitigated Negative Declaration #2-16**

**Project Title:** Hyatt House Hotel

**Planning Application:** PA #15-60: General Plan Amendment #4-16, South Davis Specific Plan Amendment #2-16, Preliminary Planned Development/Rezone #7-15, Final Planned Development #9-15, Conditional Use Permit #5-15, Design Review #25-15, Minor Modification #4-16; and Mitigated Negative Declaration #4-15

**Lead Agency Name and Address:** City of Davis  
Community Development Department  
23 Russell Boulevard  
Davis, California 95616

**Contact Person and Phone Number:** Katherine Hess, Community Development Administrator (530) 757-5652

**Project Location:** 2750 Cowell Boulevard, City of Davis (APN #069-390-031)

**Project Sponsor's Name and Address:** 2750 Cowell Hotel LLC  
Attn: Guneet Bajwa  
1011 10<sup>th</sup> Street  
Sacramento CA 95814

**Project Background & Description:**

*Project Location*

The Hyatt House Hotel project (proposed project) is located in the City of Davis, in Yolo County, California. The project site is 2.031 acres located at 2750 Cowell Boulevard, Davis, as shown in Figure 1.

*Figure 1. Project Site*



*Existing Uses*

The site is vacant. There are two valley oak trees on the site: one with three trunks having diameters of six, six, and five inches at 4.5 feet height; and one with a seven-inch diameter at 4.5 feet height. A broken (and in one area, charred) low wooden fence is on the south property line. The Cowell Boulevard frontage has curb, gutter, and sidewalk. The site is flat.

*Surrounding Land Use*

The project neighborhood includes a mix of office, light industrial, and multi-family uses along Cowell Boulevard, and single- and multifamily residents uses to the south. Table 1 provides an overview of the existing uses, zoning, and land use designations for the project site as well as surrounding areas.

*Table 1. Project Site and Surrounding Zoning and General Plan Land Use Designations*

	<b>Existing Use</b>	<b>Zoning</b>	<b>General Plan Designation</b>
<b>Project Site</b>	Vacant	PD #2-12, Industrial Research	Business Park
<b>North</b>	Cowell Boulevard and Interstate 80, and Light Industrial and Service Commercial	PD 2-99B and #4-88 (across Interstate 80)	General Commercial and Industrial
<b>South</b>	Greenbelt and Single-family Residential	Greenbelt, R-1-8 and PD R-2	Residential Low Density
<b>East</b>	Bicycle path and Davis Diamonds Gymnasium	PD #2-12	Business Park
<b>West</b>	Vacant	PD #12-87, Commercial Service Subarea	General Commercial

*Project Description*

The applicant requests approval of planning entitlement applications to the vacant 2.013 acre parcel located at 2750 Cowell Boulevard with a 120-room extended stay hotel. The building will be four stories and approximately 47' 10" in height (to the parapet), while the tower feature will be approximately 55' in height. The building footprint will be approximately 20,452 square feet with a total building square footage of approximately 75,490 square feet. Total square footage will be approximately 76,460 square feet with the inclusion of an approximate 970 square foot outdoor gathering space.



In addition to guest rooms, the ground floor will include guest amenities and back of house staff operations, including the lobby, host stand, kitchen, lounge bar, fitness center, gathering room, business center, staff offices and breakroom, mechanical, electrical, laundry and maintenance facilities. The second through fourth floors will consist primarily of guestrooms with limited space dedicated to building systems and staff operations. The roof level will house building systems and solar panels. The exterior amenities consist of an outdoor common area and an outdoor swimming pool. The average length of stay for guests is expected to be approximately 6-14 days with an average occupancy rate target of 75 percent.

Vehicular access to the site will be provided by two new driveways from Cowell Boulevard. The project will provide 108-112 vehicular surface parking spaces, including three EV spaces.



Bicycle/pedestrian access will be provided through the driveways to Cowell Boulevard, and through a connection to the bicycle path east of the site, connecting to the South Davis greenbelt system. There will be 30 bicycle parking spaces in two areas: a secured area for employee bicycle parking; and a rack at the front of the building for guest and loaner bicycles.

The design of the Project will incorporate photovoltaics on carports, solar hot water, and energy-efficient appliances. As required by the City's building ordinance, the Project will be required to incorporate CALGreen Tier 1 features, including the fifteen percent compliance margin for energy code. Landscaping will feature drought-tolerant and low maintenance species. The proposed project will connect to existing water, sewer, and dry utilities which are all stubbed to the site.

Standard City Conditions of approvals for water conservation; air quality and ozone precursor actions during construction; noise reduction practices; energy efficiency; tree preservation, planting and protection; and the City's Green Building Ordinance would be imposed on the project will help reduce its environmental impacts.

Offsite improvements include a storm drain connection from the site to Albany Avenue, replacement of the existing bicycle path east of the site from Cowell Boulevard to Albany Avenue; installation of a Rapid Rectangular Flashing Beacon for the existing crosswalk on Cowell Boulevard at the bicycle path connection. and restriping Cowell Boulevard to provide room on the north side of the pavement for a bus waiting and boarding area.

Hyatt House Davis incorporates sustainable features into all aspects of its design, construction and operations with the goals of:

- Significantly reducing the environmental footprint of the hotel; and
- Creating a healthy living experience for hotel guests and patrons.

The project will incorporate applicable design requirements from the 2013 California Building Energy Efficiency Standards (Title 24), and as required by the City's building ordinance, the Project will be required to incorporate CALGreen Tier 1 features, including the fifteen percent compliance margin for energy code.

*Energy Efficiency and Renewable Energy Generation:* The Hyatt House will include the following energy efficiency features to minimize the demand for non-renewable energy:

- Energy Star refrigerators and dishwashers in guest rooms with kitchens
- High efficiency clothes washers in the staff laundry
- Energy Star clothes washers in the guest laundry
- Rooftop solar thermal to serve the staff laundry and kitchen
- Rooftop solar thermal to serve guest rooms and guest laundry
- Storefront glass with lower Solar Heat Gain Coefficient to reduce energy use and improve comfort in the space
- High efficiency HVAC with demand controlled ventilation in common areas
- High efficiency staff kitchen equipment with demand controlled ventilation
- Variable speed pool pumps with timer controls

The proposed design would include photovoltaic panels with approximately 290 kilowatts of potential electricity generation capacity on building roof tops and parking lot shade structures. The PV panels are projected to produce approximate 430,000 kilowatt hours of electricity annually. The total could vary depending on the plan finally approved.

Davis Energy Group (See Appendix B) has modeled the expected performance of the project based on these design specifications, likely operating characteristics, and planned PV installation with the following results:

- Onsite renewable electricity generation will provide approximately 90 percent of the electrical demand of the facility on an annual basis
- Natural gas consumption will be reduced by approximately 30 percent
- Total energy from non-renewable energy resources (i.e., electricity and natural gas) will less reduced by over 60 percent compared to a new hotel designed just to meet Title 24 energy efficiency building standards.

*Water Use And Management:* The following features will be incorporated to reduce water use in the Hyatt House Davis building:

- Low flow faucets, showerheads and toilets in all guest rooms
- Low flow toilets and motion sensor faucets in public and staff restrooms
- Water efficient clothes washing machines in staff and guest laundry rooms
- Water efficient dishwashers in guest rooms
- Laundering guest room linens and towels only upon request

To reduce water use in landscaping, the following features are incorporated:

- Use of drought-tolerant plants in landscaping
- Low flow irrigation system

In addition, rainwater runoff from the parking lots, roof top and other hardscape will flow through a bioswale to remove silt and improve water quality before being discharged to the storm water system.

*Sustainable Transportation:* Four Unitrans bus stops providing access to two routes are within a 7-minute walk of the hotel front door. The site also is within walking distance of a neighborhood shopping center, parks and athletic facilities.

A city greenbelt forms the south edge of the hotel property and provides pedestrian and bicycle connections to local destinations. Bicycle ride times to downtown (via the Poleline overpass) and campus (via Putah Creek bicycle path) are less than 8 and 12 minutes, respectively. The site is in the immediate vicinity of the Interland/University Research Park as well as the potential future office/research park at 3501 Chiles Road. And, it is only 6 minutes by bicycle to the 2nd Street business corridor via the Dave Pelz bicycle overpass.

To facilitate use of sustainable transportation modes, the following amenities and programs will be marketed and provided to hotel guests and patrons:

- Online information about pedestrian, cycling, and public transportation alternatives available to guests before they arrive
- A Hyatt House shuttle bus, powered by compressed natural gas (CNG), that will connect to Sacramento International Airport, UC Davis and other guest destinations
- Two bicycle parking areas with a minimum of 30 spaces

- Rental/shared bicycles available to guests that will be outfitted with lights, locks, and baskets that can be used to transport groceries, briefcases, etc.
- A points incentive program through the Hyatt Gold Passport loyalty program for guests who utilize alternative transportation while staying at Hyatt House Davis
- Electric vehicle charging stations to promote use of this technology as a more sustainable transportation mode

*Waste Reduction And Recycling:* During construction of Hyatt House Davis, at least 75 percent of the construction and demolition waste will be diverted from local landfills. This percentage is the minimum required by the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) program for New Construction (NC) to achieve a credit towards certification.

The entire facility will be designed to provide for waste reduction and recycling from the common spaces to the operations spaces. Recycling receptacles consistent with City of Davis waste collection and diversion programs will be provided in guest rooms, employee work areas, kitchens, and public areas as well as outdoor collection and pickup locations. A program will be developed to minimize waste generated from food prepared in the hotel kitchen, by merchandise available for sale in the hotel market, and by hotel office functions.

*Sustainability Certifications:* Certification of sustainability programs by a third party ensures that the reporting is accurate and goals are met. Initially, Hyatt House Davis will pursue these certifications:

- U.S. Green Building Council Gold Level Certification in LEED NC program
- City of Davis Partner for a Green Business

The applicant’s stated purposes and objectives can be summarized as follows:

- Provide City of Davis with the first contemporary, upscale guest rooms with state-of-the-art full kitchens and living areas intended to serve guests staying 6-14 days on average.
- Purchased the property so as to improve the parcel that had remained vacant for many years with the hotel use, which would generate needed tax revenue to the City. The project is projected to generate \$560,000 per year in Transient Occupancy Tax within 2 years of opening plus an additional \$106,000 per year in Visitor Assessment fees for the Yolo County Visitors Bureau to market and promote Davis and Yolo County.
- Meet the business traveler needs given the burgeoning local startup and tech sector; the hotel will be a critical component to such a support system.
- Provide a “necessary complement” to the success of the City Council-approved Embassy Suites hotel/conference project located on Richards Boulevard.

**Policy, Plan, and Zoning Consistency:** The City’s General Plan identifies the site for Business Park uses. The intent of the Business Park designation is to provide locations for administrative, professional, government and medical offices and non-polluting science, technology, light manufacturing and ancillary warehouse facilities in pleasant, pedestrian-oriented mixed-use environmental featuring freeway and airport access, a variety of amenities and high-quality architectural and landscape design. The South Davis Specific Plan (SDSP) identifies the site for “Industrial, Industrial Research & Office Uses.” The site is zoned Preliminary Planned Development #2-12 for industrial research uses. The General Plan, SDSP, and Planned Development amendments adding hotels as a conditionally permitted use and allowing the proposed height, Floor Area Ratio, and landscaped area would bring the General Plan Land Use designation, SDSP, and zoning into consistency. A Minor Modification is requested, to reduce the number of on-site vehicle parking spaces and allow the proposed tower height of 55 feet..

**Previous Relevant Environmental Analysis:** The project site has been included in three previous environmental analyses: the South Davis Specific Plan EIR certified in 1987 by the City Council; as part of the EIR prepared for the City's 2001 General Plan Update; and the Initial Study and Negative Declaration prepared with the subject site and the adjacent Davis Diamond properties were rezoned from PD #12-87 to PD #2-12 in 2012.

**Permits and Approvals Required for Project:** The following actions, permits and approvals are required for the proposed project:

1. General Plan Text Amendment to add hotels as a conditionally permitted use within the Business Park land use category, on Cowell Boulevard between Drummond Avenue and the eastern terminus of Research Park Drive with a maximum Floor Area Ratio of 1.0;
2. South Davis Specific Plan Amendment to allow a reduction in the otherwise-required 25 percent landscaping, for the area on Cowell Boulevard between Drummond Avenue and the eastern terminus of Research Park Drive;
3. P-D#2-12 District Amendment (Zoning Amendment) to add hotels as a conditionally permitted use within the Planned Development, allow the proposed four-story building, and provide flexibility in building signage;
4. Final Planned Development to establish the development standards for the proposed structure;
5. Conditional use permit for the proposed hotel use;
6. Minor Modification to request a ten percent reduction in the required parking spaces and ten percent increase in tower height;
7. Design Review to review the site plan and architecture; and
8. Mitigated Negative Declaration to evaluate the environmental impacts associated with the proposal.

## **ENVIRONMENTAL CHECKLIST AND IMPACTS**

This section describes the existing environmental conditions on and near the project site, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, was used to identify environmental impacts that could occur if the proposed project is implemented. Mitigation measures are identified for all potentially significant project impacts.

The CEQA Guidelines Section 15126.4 provide that mitigation may include:

1. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
3. Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
5. Compensating for the impact by replacing or providing substitute resources or environments.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or as indicated by the checklist on the following pages.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agricultural Resources      | <input type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources          | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions        | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning               | <input type="checkbox"/> Mineral/Energy Resources    | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing              | <input type="checkbox"/> Public Services             | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Circulation      | <input type="checkbox"/> Utilities/Service Systems   | <input type="checkbox"/> Mandatory Findings of Significance |

**Conclusions:**

The project, as proposed, will not have a significant effect on the environment for the following reasons:

1. It will have only temporary or short-term construction impacts, such as dust and equipment emissions, noise and truck traffic.
2. It will not generate a significant amount of additional vehicles, noise or emission levels.
3. It will not affect rare or endangered species of animal or plant, or habitat of such species.
4. It will not eliminate important examples of major periods of California history or pre-history.
5. It will not result in a significant effect on air, water quality or ambient noise levels for adjoining areas.
6. It will not be subjected to unacceptable risk of flooding or major geological hazards.
7. It will not have a substantial aesthetic affect.
8. It will not breach any published national, state or local standards relating to solid waste.
9. It will not involve the possibility of contaminating public water supply or adversely affecting groundwater.
10. It will not result in or add to a violation of the wastewater discharge requirements applicable to local sewer systems as prescribed by California Regional Water Quality Control Board.
11. It will not occur to the disadvantage of long-term environmental goals.
12. It will not result in adverse cumulative impacts.
13. It will not result in adverse growth-inducing impacts.
14. It will not result in substantial adverse effects on human beings either directly or indirectly.
15. It will not conflict with the City’s General or Specific Plans.



**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

Katherine Hess, AICP  
\_\_\_\_\_  
Printed Name

October 20, 2016  
\_\_\_\_\_

\_\_\_\_\_  
City of Davis Community  
Development & Sustainability\_

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

<b>I. AESTHETICS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Responses a) and b): No Impact**

The proposed project is located in a developed and urbanized area where there are no federal, state or locally designated scenic vistas. The site does contain any scenic resources such as heritage oak trees, rocks or historic buildings. The City of Davis General Plan Program EIR has determined that the Davis Planning Area has no officially designated scenic highways, corridors, vistas or viewing areas. Therefore, there is **no impact**.

**Response c): Less Than Significant Impact**

The Project would include construction of a four-story hotel building, surface parking lot and drive aisles, gathering areas, and customary hotel amenities on the vacant parcel. Vegetation on the site is composed of annual grassland and ruderal habitat. There are two valley oak trees on the site: one with three trunks having diameters of six, six, and five inches at 4.5 feet height; and one with a seven-inch diameter at 4.5 feet height. The site is disked or mowed regularly (at least annually), and has been recently mowed. The project would be subject to standard design review conditions regarding articulation of facades, building fenestration and lighting, signage, and construction materials. The applicant has provided photosimulations showing the visibility of the hotel structure from the residential properties. Much of the view of the Project from the south is screened by large trees in the City greenbelt and the yards of the adjacent residential subdivisions, depending on location of the property. Although the project would constitute a change from the existing undeveloped condition, it is surrounded by development and the site does not contain any visually interesting qualities. It would not degrade the nature of the site or the area and impacts are **less than significant**.

**Response d): Less Than Significant Impact**

The Project would add parking lot and building lighting to a parcel that is primarily unlit, although there are street lights along Cowell Boulevard and greenbelt lights south of the Project site. The Project is in an area that is surrounded by existing industrial, office, residential homes and roadways, where lighting, such as street lighting exists. The four-story structure will also have windows that have the potential of being visible from nearby residential properties when the lights are on and curtains are opened. The applicant has prepared photosimulations showing that the existing greenbelt and private trees provide extensive – but not complete - screening of the hotel structure and its lights from the adjacent residential properties. However, the area already contains street lighting along Cowell Boulevard and Albany Avenue, greenbelt lighting adjacent to the Project site, and headlights from vehicles on Interstate 80. The addition of buildings, including windows that may cast light, would not be considered to be substantial light or glare that would adversely affect views. In addition, the applicant has proposed, and the City will implement through conditions of approval, the requirement that any new lighting will comply with the City’s outdoor lighting control ordinance and standard conditions of approval and impacts are **less than significant**.

II. AGRICULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Programs of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land or timberland zoned Timberland Production?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Responses a)-e): No Impact**

The project site is not currently used for agricultural operations, and has not been used for farming for decades. The project site has been previously graded and cleared. Construction of the proposed project will not disturb forest land or timber land, as defined in the Public Resources Code sections above. There is no land designated as Prime, Unique or of Statewide Importance. There would be no impact resulting from changes in the existing environment that could lead to conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, the proposed project would result in no conflict and there would be **no impact**.

III. AIR QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis below is based on the Air Quality Impact Analysis – Hyatt House Project, Davis, prepared by LSA Associates, February 2, 2016. A copy of this report is included as Appendix A.

The project would release emissions over the short-term during project construction and over the long-term from project operation. Long-term operational emissions occur consistently over the life of the project. Operational emissions are generated by the project by stationary sources, area sources and mobile sources. The total amount of these sources of emissions makes up the operational impact of the proposed project. The project also has the potential to expose sensitive receptors to pollutant concentrations due to the project site’s proximity to the adjacent freeway.

All projects are subject to adopted Yolo Solano Air Quality Management District (YSAQMD) rules and regulations in effect at the time of construction. Specific rules applicable to the construction of the project may include but are not limited to the following:

**Rule 2.3- (Ringelmann Chart).** This rule prohibits stationary diesel-powered equipment from generating visible emissions that would exceed the rule's visibility threshold.

**Rule 2.5-(Nuisance).** This rule prohibits any source from generating air contaminants or other materials that would that would cause injury, detriment, nuisance, or annoyance to the public; endanger the comfort, repose, health, or safety of the public; or damage businesses or property.

**Rule 2.11- (Particulate Matter Concentration).** This rule prohibits any source that would emit dust, fumes, or total suspended particulate matter from generated emissions that would exceed the rule's established emission concentration limit.

**Rule 2.14- (Architectural Coatings).** This rule establishes volatile organic compound (VOC) content limits for all architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured within YSAQMD's jurisdiction.

**Rule 2.28- (Cutback and Emulsified Asphalts).** This rule establishes organic compound limits for cutback and emulsified asphalts manufactured, sold, mixed, stored, used, and applied within YSAQMD's jurisdiction.

**Rule 2.40- (Wood Burning Appliances).** This rule prohibits installation of open hearth wood burning fireplaces in any new development (residential or commercial, single or multi-family units). New developments may only use either a pellet-fueled heater, a U.S. EPA Phase II certified wood burning heater or a gas fireplace.

**Rule 2.37- (Natural Gas-Fired Water Heaters and Small Boilers).** This rule establishes NOX emission limits for natural gas-fired water heaters with a rated heat input capacity less than 1,000,000 British Thermal Units per hour—(Btu/hour) manufactured, offered for sale, sold, or installed within YSAQMD's jurisdiction.

**Rule 3.1- (General Permit Requirements).** This rules establishes permitting processes (i.e., Authority to Construct and Permit to Operate) to review new and modified sources of air pollution.

**Rule 3.4- (New Source Review).** This rule would require any new or modified stationary source that generates emissions that exceed established emissions limits for each pollutant (i.e., ROG, NOX, sulfur oxides [SOX], PM10, CO, and lead) to comply with Best Available Control Technology and emissions offset requirements.

**Rule 3.13- (Toxics New Source Review).** This rule requires the installation of best available control technology for toxics (T-BACT) at any constructed or reconstructed major source of TACs.

#### **Response a)-b): Less Than Significant Impact**

Air pollutant emissions associated with the project would occur over the short-term from construction activities, such as fugitive dust from site preparation and grading and emissions from equipment exhaust and architectural coatings.

The California Emissions Estimator Model (CalEEMod) was used to estimate construction emissions for the proposed project; results of the model are shown in Table 2. Under this scenario, unmitigated project emissions would not exceed the Yolo-Solano AQMD's significance threshold for criteria pollutants. Although the project does not exceed the significance criteria, the AQMD recommends implementation of best management practices to reduce dust emissions and avoid localized health impacts. Many of these recommendations are incorporated into City of Davis standard conditions of approval and applied to this Project.



**TABLE 2: PROJECT CONSTRUCTION EMISSIONS**

	<i>Reactive Organic Gases (tons/year)</i>	<i>Nitrogen Oxides (tons/year)</i>	<i>PM<sub>10</sub> (pounds./day)<sup>(a)</sup></i>
Project Emissions	1.0	3.1	1.4
Yolo-Solano AQMD Significance Threshold	10.0	10.0	80.0
Exceed?	N	N	No

SOURCE: LSA Associates, Inc. 2016

Long-term air emission impacts are those associated with stationary sources and mobile sources related to the proposed project. Stationary source emissions result from the consumption of natural gas and electricity. Mobile source emissions result from vehicle trips generated by the project, resulting in air pollutant emissions affecting the entire Sacramento Valley Air Basin. Regional emissions associated with project’s mobile sources were calculated using the CalEEMod model and the trip generation rates from the TIA. Appendix A to the Air Quality Impact Analysis contains model output worksheets.

The incremental daily emission increase associated with the project is identified in Table 3 for reactive organic gases (ROG) and nitrogen oxides (NOx) (two precursors of ozone) and coarse particulate matter (PM10). The Yolo-Solano AQMD has established thresholds of significance for ozone precursors (ROG and NOx) at 10 tons per year and fugitive dust of 80 pounds per day. As shown in Table 3, the emissions associated with the project would be well below the significance threshold and, therefore the project would not be considered significant. No mitigation would be required.

**TABLE 3: PROJECT REGIONAL EMISSIONS**

	<i>Reactive Organic Gases (tons/year)</i>	<i>Nitrogen Oxides (tons/year)</i>	<i>PM<sub>10</sub> (pounds./day)<sup>(a)</sup></i>	<i>PM<sub>2.5</sub> (pounds/day)</i>
Project Emissions	0.85	1.16	3.5	1.0
Yolo-Solano AQMD Significance Threshold	10.0	10.0	80.0	N/A
Exceed?	N	N	No	

SOURCE: LSA Associates, Inc. 2016

Because the proposed project would result in construction-related and operational emissions below the applicable thresholds of significance and would comply with applicable YSAQMD rules, regulations, and best management practices for dust impacts would be **less than significant**.

**Response c): Less Than Significant Impact**

CEQA defines a cumulative impact as two or more individual effects, which when considered together, are considerable or which compound or increase other environmental impacts. Air pollution is largely a cumulative impact and no single project is sufficient in size to itself result in nonattainment of ambient air quality standards. In developing the thresholds of significance for air pollutants used in the analysis above, the YSAQMD considered the emission levels for which a project’s individual emissions would be cumulatively considerable. Therefore, if a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in

significant adverse air quality impacts to the region's existing air quality conditions. If daily average or annual emissions of operational-related criteria air pollutants exceed any applicable threshold established by the YSAQMD, the proposed project would result in a cumulatively significant impact.

As shown in Table 3 above, implementation of the proposed project would generate regional emissions that do not exceed established thresholds. Therefore, the project would not make a cumulatively considerable contribution to regional air quality impacts and would represent a **less than significant** impact.

**Response d): Less Than Significant Impact**

Vehicular trips associated with the proposed project would contribute to the congestion at intersections and along roadway segments in the project vicinity. The primary mobile source pollutant of local concern is CO. Carbon monoxide concentration is a direct function of vehicle idling time and, thus, traffic flow conditions. Carbon monoxide disperses rapidly with distance from the source under normal meteorological conditions. However, under certain extreme meteorological conditions, CO concentrations proximate to a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors. Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes.

A traffic impact analysis (TIA) for the proposed project was prepared by KD Anderson & Associates, Inc.(Appendix E). The traffic report indicates that implementation of the proposed project will maintain acceptable Levels of Service (LOS) at all study intersections and the project will add about 2 percent of peak hour traffic to the roadway. Based on the CO screening procedures outlined in the Yolo-Solano AQMD handbook, the project would not reduce the level of service to an unacceptable LOS (E or F) and would not worsen an already existing peak-hour LOS F on one or more streets or intersections. The proposed project is not expected to generate a CO hotspot at nearby roadways or intersection; therefore, changes in CO levels resulting from the proposed project would be **less than significant**.

The proposed project is not expected to be a source of Toxic Air Contaminants (TACs) that would result in significant air quality impacts. However, the proposed project would construct extended stay hotel rooms approximately 155 feet from I-80. The traffic on the freeway, as well as on local streets, includes both diesel-powered vehicles which emit diesel particulate and gasoline-powered vehicles which emit a number of TACs, all of which have been determined to pose cancer risks and may cause other health problems when exposed to the pollutants over the duration of a lifetime.

There are currently no federal project-level requirements for air toxics analysis, and CEQA only requires a consideration of the risks from toxics. The Yolo-Solano AQMD has a TAC threshold for development projects that have the potential to expose the public to TACs from stationary sources in excess of the thresholds established in the District's Risk Management Policy. While the District's Risk Management Policy provides a basis for a threshold for TACs from stationary sources, this policy does not cover TACs from mobile sources. Therefore, the project is not subject to a significance threshold for mobile source toxic emissions such as those from vehicle emissions from I-80. The District has no permitting or other regulatory authority over mobile sources, such as vehicle emissions. However, because portions of the project site are located within 500 feet of I-80, the increased risk associated with exposure to freeway emissions was evaluated.

California's Office of Environmental Health Hazard Assessment (OEHHA) has determined that longterm exposure to diesel exhaust particulates poses cancer risk. Health risk analyses determine cancer risk levels over a 70-year exposure duration. LSA previously conducted a health risk assessment for residential units located within 150 feet of I-80 in the project vicinity. That analysis showed that the increased 70 year cancer risk would be 16 in 1 million for future residents of the project site. The proposed project is an extended-stay hotel and the average resident stay would be approximately 14 days. Based on our previous analysis findings, even if a guest of the hotel stayed for one year, the increased health risk would be well below 1 in 1 million, therefore, the potential inhalation health risks from diesel exhaust at the project site would not be significant due to the relatively short exposure duration.

Based on the hotel visitor's short duration of stay at the project site and due to the relatively low overall risk of exposure attributable to I-80, TAC emissions would not be considered a significant health risk. Future guests of the hotel would not be exposed to substantial pollutant concentrations. Therefore, health risks from exposure of sensitive receptors to localized concentrations of TACs would be **less than significant**.

**Response e): Less Than Significant Impact**

Heavy-duty equipment in the project area during construction would emit odors. However, the construction activity would be short-term and would cease to occur after project construction is completed. No other sources of objectionable odors have been identified for the proposed project. Therefore, the project would not be expected to generate or expose sensitive receptors to odors..

Furthermore, the project would be implemented in compliance with YSAQMD Rule 2.5, which states that "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public or which cause to have a natural tendency to cause injury or damage to business or property." If odor complaints are received by the YSAQMD, the YSAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made after the proposed project is developed, the YSAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

Therefore, odor impacts would be less than significant and no mitigation measures are recommended. This impact is considered **less than significant**.

<b>IV. BIOLOGICAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Vegetation on the site is composed of annual grassland and ruderal habitat. There are two valley oak trees on the site: one with three trunks having diameters of six, six, and five inches at 4.5 feet height; and one with a seven-inch diameter at 4.5 feet height. The site is disked or mowed regularly (at least annually), and has been recently mowed. The City greenbelt south of the site contains a mix of native and non-native trees in varying states of health.

**Response a): Less Than Significant Impact with Mitigation**

The Initial Study for the Davis Diamonds rezoning application noted that the 3.37 acre parcel located at 2750 Cowell Boulevard may support burrowing owl habitat. The western burrowing owl (a Federal Bird of Conservation Concern and state Species of Special Concern) is known to exist in the City of Davis. Burrowing owls are transient during the fall and winter months and could easily settle into the burrows onsite. Suitable Swainson’s hawk nesting habit may be present in nearby trees located within a one-quarter mile radius of the site. Construction related activity may cause disturbance to any active nests located within ¼ mile of the project site. Mitigation would be required to reduce potential significant impacts to a less than significant level.

Burrowing Owl Nesting Habitat

The site is frequently mowed and supports a small colony of California ground squirrel. The site contains multiple small mammal burrows that are potentially suitable for burrowing owl nesting and cover. Burrowing owls are not known to currently use the property.

There is a chance that burrowing owls could be attracted to the site between now and development. Direct or indirect impacts to nests or individuals of these species may occur as a result of construction, and would therefore be considered potentially significant. The following mitigation measures would be necessary to reduce potential direct and indirect impacts to burrowing owl nesting habitat to a less than significant level.

**1. Disturbance to Burrowing Owl Nesting**

1. A preconstruction survey for burrowing owls shall be conducted no sooner than two weeks prior to soil disturbing work.
  - a) If owls are confirmed using the property during the non-breeding season (September 1 through January 31), then the owls may be passively excluded by a qualified biologist as described in the California Department of Fish and Wildlife’s (CDFW) 2012 Burrowing Owl Mitigation Guidelines with an approved owl Exclusion Plan.
  - b) If the site is occupied by owls during the breeding season (Feb 1 through August 31), then no soil disturbance or construction activity may occur until the owls’ reproductive cycle has finished (as verified by a qualified biologist) and the owls have been excluded in accordance to CDFW 2012 guidelines with an approved Exclusion Plan passively relocated.

Swainson’s Hawk Nesting/Foraging Habitat

The site is relatively small and does not currently support an adequate prey base to support Swainson’s hawk foraging. As such, the site is not considered suitable foraging habitat. There are no known active or historic Swainson’s hawk nesting sites within one-quarter (1/4) mile of the project site. Suitable nest trees do not occur on-site. However, there are suitable nest trees in the vicinity of the site (associated with the adjacent greenbelt and I-80 corridor). It is possible that Swainson’s hawks may establish nests in one of the suitable trees near-by between now and future development. Direct or indirect impacts to Swainson’s hawk nesting may occur as a result of construction, and would therefore be considered potentially significant. The following mitigation measures would be necessary to reduce impacts to less than significant.



## **2. Disturbance to Swainson's Hawk Nesting**

1. Construction should be timed to begin outside of the hawk's breeding season (February 1 thru August 31, annually).
2. If construction must be scheduled to begin during the nesting season, a Swainson's hawk nest survey shall be conducted within ¼ mile of the site, no sooner than two weeks prior the start of construction activity or any work affecting the trees on the greenbelt. The ¼ mile distance shall reflect the area to be affected by the tree pruning, storm drain extension, and bike path replacement in addition to the subject property.
3. Construction may be delayed or require formal Department of Fish and Wildlife consultation should active nests be present within ¼ mile during the pre-construction surveys.

Compliance with these mitigation measures will ensure that the impact to burrowing owls and Swainson's hawk is **less than significant**.

### **Response b): No Impact**

The site is undeveloped with vegetation, which is largely composed of grasses. The proposed project does not adversely affect any locally designated species, natural communities, wetland habitats, or migration corridors. The proposed project is considered to have **no impact**.

### **Response c): No Impact**

There are no wetlands, or water bodies within the proposed project site. Therefore, the project will have **no impact** relative to this issue.

### **Response d): No Impact**

Although the greenbelts in Davis provide connected corridors that serve wildlife as well as humans, the Project site is in a highly urbanized area and proposed changes to the bicycle connections (such as asphalt replacement to the bicycle connection from Cowell Boulevard to Albany Avenue, construction impacts will be temporary and no long-term impacts are anticipated. Therefore, the project will have a **less-than-significant impact** relative to this issue.

### **Response e): Less than Significant Impact with Mitigation**

The analysis in this section is based on three arborist reports:

- Tree Evaluation, Appraisal and General Preservation Guidelines – Hyatt House Project, Davis, California. Tree Associates, December 28, 2015
- Memo re Tree Preservation, City of Davis Greenbelt Trees, Hyatt House Project. Tree Associates, February 29, 2016.
- Memo re Greenbelt Tree Preservation, Public Storm Drain, Hyatt House Project. Tree Associates, May 12, 2016.

These reports are included in Appendices F-H.

### On-site Trees

The two existing Valley Oak trees on the site are proposed for removal and will be subject to the obligations of Section 37.03.070(d)(2) of the City's Tree Preservation Ordinance, which requires mitigation through planting of replacement trees or payment to the Tree Preservation Fund in Lieu of Replacement.

### Greenbelt Trees Adjacent to Project Site

Construction of the Project has the potential to affect trees on the greenbelt south of the site, through impacts to their root system from earthwork, or impacts to their canopy from clearance requirements for fire lane and parking uses. The Tree Preservation, City of Davis Greenbelt Trees, Hyatt House Project report concludes that none of the pruning will negatively impact the health or structure of all but one of the trees, with recommendations to minimize development impacts.

The following mitigation measure would reduce potential impacts to greenbelt trees adjacent to the project site (with the exception of Tree #8) to a less than significant level.

### **3. Impact on Greenbelt Trees**

- a. Revise parking lot detail to utilize drain rock rather than AB in between concrete strips.
- b. Specify on plans to excavate for curb installation with water or air under ISA Certified Arborist supervision. If roots greater than or equal to 2 inches in diameter are encountered, bridge curb over roots allowing space for roots to expand in girth.
- c. Conduct a meeting to discuss tree preservation guidelines with the Consulting Arborist and all contractors, subcontractors and project managers prior to the initiation of demolition and construction.
- d. Prior to any demolition activity on site, identify (tagged) trees to be preserved and install tree protection fencing in a circle centered at the tree trunk with a radius equal to the defined tree protection zone (see table) unless otherwise indicated in construction plans. Tree protection fences shall be made of chain link with posts sunk into the ground. These fences shall not be removed or moved until construction is complete. Avoid soil or above ground disturbances within the fenced area.
- e. Any pruning required for construction or recommended in this report shall be performed by an ISA Certified Arborist or Tree Worker. Pruning for necessary clearance shall be the minimum required to build the project and performed prior to demolition by an ISA Certified Arborist.
- f. Avoid grading, compaction, trenching, rototilling, vehicle traffic, material storage, spoil, waste or washout or any other disturbance within tree protection zones (TPZ's) outside of drive and parking areas.
- g. Any work that is to occur within the protection zones of the trees shall be monitored by the Consulting Arborist.
- h. If roots larger than 1 inch or limbs larger than 3 inches in diameter are cut or damaged during construction, contact Consulting Arborist as soon as possible to inspect and recommend appropriate remedial treatments.
- i. All trees to be preserved shall be irrigated once every week during non-Winter months to uniformly wet the soil to a depth of at least 18 inches under and beyond their canopies.

Tree #8, a callery pear, 8" Diameter at Breast Height, with fair health and poor structure, would have 50 percent of its foliage removed to provide clearance over the fire lane and parking areas and to correct its poor structure. The arborist report recommended this pruning but did not conclude that tree health would not be compromised. The following mitigation measure would reduce potential impacts to Tree #8 to a less than significant level.

### **4. Impact on Tree #8**

- a. Property owner shall comply with all provisions of Mitigation Measure #3 for Tree #8.
- b. Property owner shall post a bond or other security for the appraised value of Tree #8 prior to the issuance of building permits, which will be released if the trees are still healthy upon

completion of the 18-month monitoring period. The value of any damage to the tree will be taken from the bond and deposited into the City's tree preservation fund, as established in Section 37.030.070(b) of the Municipal Code.

#### Bicycle Connection Trees (West of Project Site)

The storm drain connection and bicycle path replacement requires construction of a 36-inch trench from Cowell Boulevard to Albany Avenue. Replacing the existing asphalt concrete path with a Portland cement path will bring the facility to City standard, and can be completed with no additional soil compaction beyond the trench required for the storm drain pipe. The storm drain connection and bicycle path replacement have the potential to affect two Chinese tallow trees and four Canary Island Pines. The Greenbelt Tree Preservation, Public Storm Drain, Hyatt House Project report concluded that impacts to the Chinese tallow trees would likely experience a low level of impact, given construction assumptions and compliance with preservation recommendations.

The following mitigation measures would reduce potential impacts to the Chinese Tallow Trees to a less than significant level.

#### **5. Impact on Chinese Tallow Trees**

- a. Conduct a meeting to discuss tree preservation guidelines with the Consulting Arborist and all contractors, subcontractors and project managers prior to the initiation of demolition and construction.
- b. Prior to any demolition activity on site, identify trees to be preserved and install tree protection fencing in a circle centered at the tree trunk with a radius equal to one foot per inch trunk diameter (outside of paved areas). Tree protection fences shall be made of chain link with posts sunk into the ground. These fences shall not be removed or moved until construction is complete.
- c. Pruning for necessary equipment clearance shall be the minimum required to build the project and performed prior to demolition by an ISA Certified Arborist or Certified Tree Worker.
- d. Avoid grading, compaction, trenching, rototilling, vehicle traffic, material storage, spoil, waste or washout or any other disturbance within tree protection zones. Any work that is to occur within the protection zones of the trees shall be monitored by the Consulting Arborist.
- e. If roots larger than 1 inch or limbs larger than 3 inches in diameter are cut or damaged during construction, contact Consulting Arborist as soon as possible to inspect and recommend appropriate remedial treatments.
- f. All trees to be preserved shall be irrigated once every week during non-Winter months to uniformly wet the soil to a depth of at least 18 inches under and beyond their canopies.

Four Canary Island Pines are located south of the Chinese tallow trees, between the City greenbelt and Albany Avenue. These trees are closer to the proposed storm drain trench and have a greater potential of impacts from the construction. The Greenbelt Tree Preservation, Public Storm Drain, Hyatt House Project report recommended either horizontal bore or preservation of all roots larger than two inches. Neither of these methods has been determined to be practical, due to the constraints of construction in the greenbelt, bike path, and Albany Avenue; the need for the storm drain line to be as straight as possible; and the necessary proximity of the trench to the existing Canary Island Pines.

The City Arborist is recommending the following mitigation measure to reduce potential impacts to the Canary Island Pines to a less than significant level:

**6. Impact on Canary Pine Trees**

- a. Compliance with all measures identified in Mitigation Measure #5 for the Chinese tallow trees, above.
- b. Between November 1 and January 31, and no less than two weeks before trenching for the storm drain in the area of the Canary Island Pines, applicant shall remove the asphalt and prune the roots of the trees within the required three-foot trench area. The path may be closed as necessary with proper notice to the satisfaction of the Public Works Department.
- c. Consulting Arborist shall monitor health of the trees and provide monthly reports to the City of Davis Arborist and Department of Community Development and Sustainability, from the onset of construction in the area through 18 months from completion of construction near the trees.
- d. Property owner shall post a bond or other security for the appraised value of the Canary Island Pines prior to the approval of improvement drawings for the storm drain and bicycle path replacement, which will be released if the trees are still healthy upon completion of the 18-month monitoring period. The value of any damage to the trees will be taken from the bond and deposited into the City’s tree preservation fund, as established in Section 37.030.070(b) of the Municipal Code.

Compliance with these mitigation measures will ensure that the impact to on-site, greenbelt, and bicycle path trees is **less than significant**.

**Response f): No Impact**

The Yolo Natural Heritage Program is a Habitat Conservation Program being developed to conserve natural open space and agricultural landscapes and habitats for special status species. Because the project site is not considered natural open space and agricultural landscapes, the project will have **no impact** on this program.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Responses a)-c): No Impact**

The proposed project will not impact any known historic or cultural resources. No religious resources are associated with the project site that would be impacted. The area has been previously graded and is not considered a sensitive cultural site. Standard conditions will apply in the event that archaeological, paleontological, or historical resources are discovered during excavation or grading. There are **no impacts** that can be identified with the proposed project.

**Response d): Less Than Significant Impact**

The area has been previously graded and standard conditions will apply in the event that archaeological, paleontological, or historical resources are discovered during excavation or grading. With the standard condition of approval, impacts are **less than significant**.

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Responses a)-d): Less Than Significant Impact**

The proposed project would not increase the exposure to identified geologic hazards. No known earthquake fault lines are located within the City or its planning area. There are a number of fault zones located within 100 miles of the city, but the City of Davis is not located within an Alquist-Priolo Earthquake Fault Zone as identified by the California Geological Survey (see <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>). The Office of Planning and Research has placed the Davis area in Seismic Activity Intensity Zone II, which indicates that the maximum intensity of an earthquake would be VII or VIII on the Modified Mercalli Intensity Scale. An earthquake of such magnitude would result in slight damage in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures.” The Uniform Building Code places all of California in the zone of greatest earthquake severity because recent studies indicate high potential for severe ground shaking.

There will always be a potential for groundshaking caused by seismic activity anywhere in California, including the project site. In order to minimize potential damage to the buildings and site improvements, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code. City standard conditions of approval will require the proposed project to provide and comply with a site-specific soils report prior to construction and be appropriately designed to meet all earthquake standards as required by Building Codes. Any impacts are considered **less than significant**.

**Response e): No Impact**

The proposed project will connect to the existing city sewer system and there would be no on-site septic systems. Therefore, **no impact** would occur related to soils incapable of adequately supporting the use of septic tanks.

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
b) Conflict with an adopted plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis below is based on the Air Quality Impact Analysis – Hyatt House Project, Davis, prepared by LSA Associates, February 2, 2016. A copy of this report is included in Appendix A.

Greenhouse gases are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are: Carbon dioxide (CO<sub>2</sub>); Methane (CH<sub>4</sub>); Nitrous oxide (N<sub>2</sub>O); Hydrofluorocarbons (HFCs); Perfluorocarbons (PFCs); and Sulfur Hexafluoride (SF<sub>6</sub>).

Over the last 200 years, humans have caused substantial quantities of greenhouse gases to be released into the atmosphere. These extra emissions are increasing greenhouse gas concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade greenhouse gases include naturally-occurring greenhouse gases such as CO<sub>2</sub>, methane, and N<sub>2</sub>O, some gases, like HFCs, PFCs, and SF<sub>6</sub> are completely new to the atmosphere.

The proposed project would generate direct and indirect greenhouse gas emissions that contribute to global warming and climate change impacts. Although the contribution from an individual project may be minor, the cumulative impact can be substantial. The YSAQMD has not established specific thresholds applicable to greenhouse gas emissions; CEQA still requires an evaluation of greenhouse gases.

The California Global Warming Solution Action of 2006 (Assembly Bill 32) was adopted establishing a state goal of reduction of California’s greenhouse gas emissions to 1990 levels by the year 2020. A subsequent Executive Order signed by the Governor establishes an additional target for State agencies of 80 percent below 1990 levels by 2050. The City of Davis has adopted local greenhouse gas emission reduction targets that are consistent with the State targets outlined in AB 32 and Executive Order S-3-06. The emission reduction targets require that projects make a fair share contribution to meet local and statewide reduction targets. This conclusion was based on the understanding that projects built today are expected to be in existence past the 2050 target date that calls for a minimum reduction of CO<sub>2</sub> to 80 percent below 1990 levels.

The 2010 City of Davis Climate Action and Adaptation Plan (D-CAAP) includes local reduction targets for greenhouse gas emissions for new development projects. By 2050, the City’s CO<sub>2</sub> target is 80 percent below 1990 levels. The D-CAAP includes a number of actions under different sector categories for implementation in order to begin achieving the emission reduction goals. The plan incorporates energy conservation in its community design of the buildings. The proposed project advocates uses that are consistent with the land use and community design requirements, by including a very high level of energy efficiency in the project design. Nevertheless, implementation

of the project would result in short-term construction and long-term operational greenhouse gas emissions.

**Response a): Less Than Significant Impact**

Construction activities would generate greenhouse gas emissions during construction work on-site as well as from the transportation of material between the construction site and staging areas. Based on the results of the CalEEMod analysis, the project would generate approximately 341 tons of CO<sub>2</sub>e emissions. These potential impacts would be limited to duration of construction activities and greenhouse gas generation would halt once the project is completed. Therefore, construction emissions would be **less than significant**.

Long-term operation of the proposed project would generate greenhouse gas emissions from mobile sources and indirect emissions from sources associated with energy consumption. Mobile-source emissions of greenhouse gases would include project-generated vehicle trips associated with future guests of the hotel as well as hotel employee trips. Emissions would also be generated at off-site utility providers as a result of demand for electricity generated by the proposed project.

The project would include energy reduction measures, including Energy-Star appliances in guest rooms; high efficiency clothes washers; high efficiency HVAC common areas; variable speed pool pumps; low solar heat gain coefficient storefront glass; 70 percent solar thermal serving laundry; 50 percent solar thermal serving guest rooms; high efficiency kitchen equipment; and photovoltaic solar panels (see Project Description). These measures would greatly reduce the energy consumption and subsequent greenhouse gas emissions associated with the project.

Table 4 shows the calculated greenhouse gas emissions for the proposed project. Mobile source emissions are the largest source of greenhouse gas emissions at approximately 69 percent of the total. Energy use is the next largest category at approximately 27 percent of CO<sub>2</sub>e emissions. Waste and water source emissions are approximately 3 percent and 1 percent, respectively. 95.2 MTCO<sub>2</sub>e credit for on-site renewable energy (photovoltaic panels on roof)

**TABLE 4: GREENHOUSE GAS EMISSIONS (Metric Tons Per Year)**

Emissions Source Category	Operational Emissions				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e	Percent of Total
Area	0.0	0.0	0.0	0.0	0
Energy	256.0	0.0	0.0	257.8	27
Mobile	653.2	0.02	0.0	653.7	69
Waste	13.3	0.8	0.0	29.9	3
Water	0.9	0.0	0.0	5.5	1
<b>Total Annual Emissions</b>				<b>946.9</b>	<b>100</b>

Note: Column totals may vary slightly due to independent rounding of input data.

SOURCE: LSA Associates, Inc. 2016

The YSAQMD has not adopted CEQA thresholds of significance for greenhouse gas emissions. Stationary emitters of greenhouse gas emissions are required to report greenhouse gas emissions of 25,000 metric tons per year CO<sub>2</sub>e or above, and several air districts in California (e.g., Bay Area Air Quality Management District, South Coast Air Quality Management District) have adopted a CEQA significance threshold of 10,000 metric tons of CO<sub>2</sub>e per year for stationary sources. The BAAQMD also adopted a threshold of 1,100 metric tons per year CO<sub>2</sub>e for development projects. Although the project is not a stationary source of greenhouse gas emissions, but primarily a mobile source, it is still useful to compare the project estimated emissions to these greenhouse gas emission thresholds to provide context for the magnitude of emissions. The project estimated emissions of 946.9 metric tons per year are substantially lower than the 10,000 metric tons per year threshold adopted by other air districts in California, and is also lower than the 1,100 metric tons threshold established by the BAAQMD. Therefore project estimated emissions of greenhouse gases would not be considered substantial.

Additionally, because the proposed project’s net increase in operational greenhouse gases would not be substantial with respect to mass emission thresholds that have been recommended by other air districts for analyzing stationary sources, and because the proposed project would have increased energy efficiency over standard building methods, the project would be consistent with the goals mandated by AB 32. Greenhouse gas emissions associated with the proposed project would not be cumulatively considerable. Therefore impacts from greenhouse gas emissions would be considered **less than significant**.

**Response b): Less Than Significant Impact**

As discussed above, the project would not generate substantial emissions. Additionally, the proposed project would include energy reducing measures that are consistent with the D-CAAP. The project would be located near a bike trail and would provide 25 bicycles for hotel guests to use. Water reduction measures include low flow faucets and shower heads to be installed in the guest rooms. Therefore, the sustainability measures included in the proposed project would be consistent with the D-CAAP and would not conflict with the reduction goals established by AB 32. As a result, the project would not conflict with plans adopted for the purpose of reducing greenhouse gas emissions and impacts are **less than significant**.

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant w/ Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response a)-b): Less Than Significant Impact**

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing and other uses. Determining if such substances are present on or near project sites is important because exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

Construction of the project will require minimal use of petroleum based products (oil, gas, diesel fuel) and a variety of chemicals including solvents, cleaners and paints. However, the quantity and frequency of these will not rise to the level of significant environmental impacts. The project is a

hotel development that would typically use household hazardous materials, which would not create a significant hazard to the public or the environment. Therefore, the project will have **less than significant** impact.

**Response c): No Impact**

As discussed above, the project is a hotel development that would typically use household hazardous materials, which would not create a significant hazard to the public or the environment. The nearest school (Marguerite Montgomery Elementary School) is more than a quarter-mile to the south. Therefore, the project will have **no impact**.

**Response d)-f): No Impacts**

There are no existing structures on the project site. The site is not on the list of hazardous material sites compiled pursuant to Government Code Section 65962.5 (Cortese List). The closest airport is located approximately 2 miles from the project site. The project site is not located within an airport influence area or near a private airstrip and development of the site for hotel use would not result in a substantial safety hazard for people residing or working at the project site and there would be **no impact**.

Construction of the proposed project would not impair or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan because the site has adequate access. Therefore, there would be **no impact**.

**Response g)-h): Less Than Significant Impact**

The project site is located in a developed residential area and fronts on a major arterial street. There are no wildlands adjacent to the project site. In the event of a fire, hotel guests and employees could evacuate to safer areas quickly. The proposed project would include fire sprinklers and alarms in compliance with building and fire codes. Application of standard building and fire codes will result in a **less than significant** impact.

IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



IX. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Responses a) and f): Less Than Significant Impact**

Top soil may be exposed temporarily during grading, which may cause wind and water erosion to discharge sediment or pollutants into storm water runoff and thereby affect water quality. However, the project will require an approved Storm Water Pollution Prevention Plan (SWPPP) that includes Best Management Practices for grading and erosion control. Additionally, prior to approval of a building permit or improvement plans, the applicant will be required to submit an Erosion Control

Plan to the Director of Public Works for review and approval. The Plan must detail the BMPs that will be implemented to prevent the discharge of storm water pollutants.

The project site currently has no impervious surfaces. Construction of the project would result in more than one acre of new impervious surface area, including the building footprint ( 20,452 sf), pool and outdoor gathering areas, and parking/drive areas. The impervious surfaces associated with driveways parking lots and buildings will include the use of automotive petroleum products, household hazardous materials and other pollutants that can drain directly to the storm drain system and ultimately into the creeks. The proposed project will be subject to the requirements of the City of Davis Stormwater Management and Discharge Control Ordinance. The ordinance requires projects meet development standards of the State of California's Phase II Small MS4 General Permit, 2013-0001-DWQ, dated February 5, 2013. To meet the requirements, the project design shall:

- incorporate permanent storm water treatment control measures and site design measures to retain, evaporate, infiltrate and transpire pollutants in storm water runoff; and
- include mechanisms that post-project runoff shall not exceed estimated pre-project flow rate for the 2-year, 24-hour storm.

Compliance with the above regulatory requirements will ensure that the project impact is **less than significant**.

**Response b): Less Than Significant Impact**

The project's water demands will be met by the City of Davis existing potable water supply system. The proposed project will connect to City's water system that draws from groundwater and surface water supplies. The proposed project will be required to comply with standard water conservation measures for appliances and irrigation. Development on the site was assumed in the build-out calculations for the City's Urban Water Management Plan. The additional water demand will not cause ground water levels in the City's aquifers to decline. Therefore, the project will result in a **less than significant** impact with respect to depleting groundwater supplies.

**Responses c)- e): Less Than Significant Impact**

No stream or water courses traverse the project site and the project would not change the course of a stream or river. The current site runoff is absorbed on site and any runoff from the site flows onto the adjacent streets to existing storm drain inlets and flows into a drainage channel to the south, and eventually to Putah Creek. Preliminary grading and drainage plans shows runoff from the project will be collected via an underground vault and transmitted through a new storm drain line to the existing lines in Albany Avenue, south of the project site. Altering the site runoff or adding additional runoff to a system that has inadequate capacity could have a significant impact if it causes downstream flooding or drainage issues. A detailed engineered drainage plan will be required at the time of the building permit submittal. The City will require the applicant to demonstrate project runoff will be maintained in its natural path and that there is adequate capacity in the storm drain system to accommodate the increase in runoff.

In order to comply with storm water infiltration standards, the project includes bio-retention facilities and an underground vault sized to meet City and State requirements. These will be designed to serve as water quality treatment facilities as well as flow control facilities. Prior to receiving a grading or building permit, the applicant will be required to provide detailed calculations to ensure that drainage facilities are sized to handle runoff from the site and meet city and state requirements for water quality treatment. These will be included as standard conditions of project approval. Therefore, the

project will not substantially the drainage pattern of the site or the area in a manner that would result in substantial erosion or siltation on- or off-site or cause flooding and the impact is **less than significant**.

**Responses g)- i): No Impact**

Based on the most recent FEMA Flood Insurance Rate Maps, the project site is outside the 100-year floodplain and not within a flood hazard area. Implementation of the project will not expose people or structures to significant flood hazards. There are no dams in the area of the project site, nor are there bodies of water large enough near the project site that will affect the site in the event of a seiche or tsunami. Therefore, there is **no impact** from flooding, tsunami or mudflow.

X. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response a): No impact**

The proposed project will implement existing City General Plan policy which seeks to encourage infill development and discourage urban sprawl. The project site is undeveloped and surrounded by developed areas. Development of the site will not physically divide an established community. The use has been planned as part of an orderly, logical development that supports compatibility among adjacent uses.

**Response b): Less Than Significant Impact**

The proposed project’s land use designation and zoning would be in conflict with the existing General Plan “Business Park” designation and PD #2-12, Industrial Research zoning. The project applicants are requesting a General Plan Amendment and rezoning to add hotels as conditionally permitted uses within the designation and the planned development, and to increase the allowable Floor Area Ratio. The Project supports General Plan Goal ED 2 to “Attract visitors to Davis.” The proposed project is compatible with the adjacent commercial and residential uses to the east and south. The GPA and Rezoning/Planned Development will make the proposed uses consistent with the General Plan and zoning for the site and the impact is **less than significant**.

**Response c): No Impact**

The Yolo Habitat Conservancy is a Joint Powers Agency in the process of preparing a plan for conserving agricultural lands and open space/habitats for special status species in Yolo County. The plan has not been adopted and will not be affected by the development of this infill parcel. Therefore, the project will have **no impact** on conflicting with an adopted habitat conservation plan.

XI. MINERAL AND ENERGY RESOURCES	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response a)-b): No Impact**

The project site was previously disturbed and is in an area that does not contain any known or designated mineral resources. Implementation of the proposed project will not result in the loss of availability of any known mineral resource. The City's *General Plan* does not identify any mineral resources in the vicinity of the project site or within the city itself. Therefore, the project will have **no impact** on the loss or availability of mineral resources to the region.

XII. NOISE	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XII. NOISE	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analysis below is based on the Noise Impact Study for Hyatt House in Davis, California prepared by Acoustical Engineering Consultants, December 30, 2015. A copy of this report is included in Appendix D.

A noise impact study was required by the City of Davis due to the proximity of the project site to several major noise sources including traffic on Interstate 80 and train activity on the nearby rail line. Road traffic on Interstate 80 is the existing major noise source impacting the project site and will continue to be so for the next 20 years.

**Responses a) and c): Less Than Significant Impact**

Exterior noise guidelines are given in Chapter 21 of the City of Davis General Plan 1. The City does not set specific noise level limits for development of transient lodging projects other than encouraging development within the “Normally Acceptable” exterior standard and allowing development within the “Conditionally Acceptable” range once a noise study has been completed. For transient lodging, the normally acceptable range is an exterior day-night average,  $L_{dn}$ , sound level of 60 dB(A) or less and 60 dB(A) to 75 dB(A) for the conditionally acceptable range. The predicted existing  $L_{dn}$  sound levels at the proposed location of the north face of the hotel building closest to the major noise sources is 68 dB(A) at a height of 5 feet above ground. Cumulative plus project  $L_{dn}$  sound levels in the year 2035 are predicted to reach 72 dB(A) for the north façade without mitigation due to increases in overall road traffic volumes and changing site condition assumptions, which is still within the “Conditionally Acceptable” range. The increase in road traffic due to the project itself will be minimal (resulting in less than 0.5 dB(A) increase in overall levels) and insignificant per the City’s standards. Existing and cumulative plus project noise levels for the site fall within the conditionally acceptable range per the General Plan. Although the project will add some non-transportation sources to the site (e.g. mechanical equipment),  $L_{dn}$  sound levels will decrease at residents along Albany Avenue due to significant shielding of transportation noise sources from the proposed hotel building. No mitigation is required.

Under the performance method of compliance with Cal Green (5.507.4.2), the interior environment must meet an hourly  $L_{eq}$  of 50 dBA in occupied areas during any hour of operation based on acoustical analysis. Sound levels are predicted to be 48 dB(A) or less for habitable rooms using the exterior sound level data and proposed exterior construction assumptions, consistent with Cal Green requirements. No mitigation is required to meet interior sound levels.

The above analyses show that impacts of the proposed project will be **less than significant**.

**Response b): Less Than Significant Impact**

Activities such as grading, utilities placement, and building and parking lot construction have the potential to generate low levels of ground-borne vibration through the use of construction equipment. Sometimes this vibration can damage nearby structures. Construction of the project would not require pile driving or blasting, which are generally the sources of the most severe vibration. Typically, the equipment used for this type of project would not create vibration. During operation, activities on the site will include vehicle movement, HVAC equipment for the building, and other activities typical of small-scale urban development. These activities are not expected to be the source of vibration. Therefore, the impact will be **less than significant** and no mitigation would be required.

**Response d): Less Than Significant Impact**

Construction-related noise would result in a short-term increase in noise levels beyond those identified for a residential district in the City’s General Plan Noise Element. There are no existing sources of noise that exceed City standards that have been identified within the site, or in the surrounding areas. The proposed project will be subject to the requirements of the City of Davis Municipal Code Section 24.02.040 (Noise Ordinance) with respect to limits of construction, which allow construction to occur during the hours of 7 a.m. to 7 p.m. Monday through Friday, and 8 a.m. through 8 p.m. Saturdays and Sundays. Therefore, compliance with the City’s Noise Ordinance would ensure construction noise would be **less than significant**.

**Responses e) and f): No Impact**

The nearest airport to the site is the University Airport, located approximately two miles west of the project site. Aircraft operations would not expose future residents to excessive aircraft noise. The project is not located with an airport land use plan; therefore, **no impact** would occur.

XIII. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Induce substantial population growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



XIII. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, especially affordable housing and necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Response a): Less Than Significant Impact**

The project site is located in a developed area of the City where public utilities and services (sewer, water, storm drainage) are available to accommodate the demands of the project. Approval of the project will not require extension of new infrastructure to areas not currently served by existing services. The storm drain connection to Albany Avenue does not extend through an undeveloped area or remove a barrier to additional development elsewhere. Therefore, the project will not either directly or indirectly induce new population growth.

The project will provide employment opportunities. The June 2016 labor force data for Yolo County shows an unemployment rate of 5.9 percent, with 6,200 unemployed persons (see <http://www.labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf>). The Project can help provide employment opportunities for existing Yolo County residents who are seeking work. Therefore, the proposed project will have a **less-than-significant impact** on population growth.

**Response b)-c): No Impact**

The site is currently vacant and construction of the proposed project would not displace residents or housing. Therefore, there would be **no impact**.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
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**Would the project:**

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response a): Less Than Significant Impact or No Impact**

Due to the size of the project and its infill location, the project will not require the construction of new facilities or require physically altering existing facilities to maintain the City’s public services.

Fire protection is provided by the City of Davis Fire Department. The closest fire station is located slightly over a mile from the project site. Hotels, as with any use that brings people, has the potential to increase demand for emergency services, including fire and ambulance. However, no additional fire personnel or equipment would be required to serve the hotel. The proposed project would be served by existing fire resources.

Police protection services for the project site are provided by the City of Davis Police Department, which has a station located at 2600 Fifth Street, across Interstate 80 from the project site. The project’s increase in demand for police protection would be adequately served by City of Davis Police Department. No additional police personnel, equipment, or expanded facilities would be required.

Budget and staffing for public safety service is evaluated and addressed annually on a city-wide level by the Davis City Council. The City Council adopts an annual budget allocating resources to police and fire protection services, which effectively establishes the service ratio for that particular year. The annual budget is based on community needs and available resources as determined by the City Council.

The hotel project is not anticipated to generate children who will attend schools provided by the Davis Joint Unified School District (DJUSD). Nevertheless, the project is within Davis Joint Unified School District Community Facilities District #2, which provides ongoing assessments to mitigate impacts of new development on school facilities. California Government Code Section 65996 indicates payment of the fees fully mitigates the impacts of new development on school services. Therefore, there would be **no impact**.

The City of Davis has more than 30 parks and recreation facilities, which include a combination of mini parks, neighborhood parks, community parks, the golf course, Central Park and two playing field facilities. Existing open space resources consist of wildlife habitat areas in the County, neighborhood greenbelts, drainage ponds and channels in the City, and various open spaces on the UC Davis campus. The site is adjacent to a public greenbelt and about a half-mile from Willowcreek neighborhood park and Playfields district park. The proposed project will not include residential uses or be subject to the City’s General Plan standard of 5 acres of parkland per 1,000 population. However, the project will contribute park improvement impact fees as a requirement of development, which can be used for park improvements elsewhere in Davis.

Therefore, project impacts related to fire and police services, schools and parks would be **less than significant or no impact**.

XV. RECREATION	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response a): Less Than Significant Impact**

The proposed project would have negligible impacts on the demand on parks and other recreational facilities in the City because it would not create a new residential population. It is anticipated that employees and guests of the hotel would not cause substantial deterioration to existing parks or recreational facilities caused by the project. The project will also provide on-site pool and gathering area areas, thus further reducing the impacts on existing recreational facilities. Participants in gymnastics events at the adjacent Davis Diamonds facility, or tournaments at the nearby Playfields Park, may choose to stay at the hotel, which would provide convenient access to activities. Consequently, the project’s impacts on recreation will be **less than significant**.

**Response b): Less Than Significant Impact**

Replacement of the bicycle path connecting Cowell Boulevard to Albany Drive will bring that facility to current City of Davis standard. Although the bicycle connection will be closed during the time required for the storm drain construction, there is another connection from the greenbelt to Albany Avenue at Benbow Court, approximately 400 feet to the east, so bicycle connectivity will be retained. The project includes recreational facilities typical of an extended-stay hotel, such as a swimming pool and gathering areas. Impacts are addressed as part of the overall project within this Initial Study, and are **less than significant**.

XVI. TRANSPORTATION AND CIRCULATION	Potentially Significant Impact	Less Than Significant w/Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVI. TRANSPORTATION AND CIRCULATION	Potentially Significant Impact	Less Than Significant w/Mitigation	Less Than Significant Impact	No Impact
effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in any change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis and conclusions are based on a Traffic Impact Analysis for Hyatt House Hotel Project prepared by KD Anderson & Associates, Inc., dated January 12, 2016. A copy of this report is included in Appendix E.

**Response a), b): Less Than Significant Impact**

Construction activities would generate temporary traffic through delivery of construction equipment to the site, the daily arrival and departure of construction workers, and the delivery of materials throughout the construction period. The number of daily construction trips is temporary and expected to be within the range of daily trips anticipated for the long term residential use. Therefore, based on the traffic analysis, construction traffic trips are not considered a significant impact.

The proposed project is expected to generate 872 daily trips with 70 a.m. and 74 p.m. peak hour trips. After accounting for bicycle and public transit the project is expected to generate 829 new daily motor vehicle trips, with 66 new a.m. trips and 70 new p.m. trips. The distribution of project traffic was determined based on knowledge of the project area, existing hotels within Davis and existing and future travel patterns in the area.

With the addition of the Project to the existing traffic conditions, all intersections will continue to operate within the City's Level of Service threshold, at LOS C or better. The all-way stop controlled intersection at Cowell Blvd / Drummond Avenue / Chiles Road operates acceptably and will not meet the peak hour signal warrant. Thus, the project's traffic impacts are not significant from the standpoint of City LOS policy.

KDA conducted a similar analysis for "Existing Plus Approved Projects" plus the proposed Project, and concluded that "All intersections will continue to operate within the City's Level of Service threshold, at LOS C or better. A peak hour warrant analysis was conducted, and none of the unsignalized intersections meet the peak hour warrant." Therefore, impacts to inconsistency with adopted policy and level of service standards will be **less than significant**.

**Response c): No Impact**

The proposed project will not require any changes to existing regional air traffic activity. The nearest airport, University Airport, is a private airstrip located approximately 2 miles west of the project site. The project does not include any components that would affect air traffic, rail or water-related facilities. Therefore, there is **no impact**.

**Response d): No Impact**

The proposed project design does not include any unusual traffic or safety hazards. Vehicular circulation and emergency access were found to be adequate by the City's Fire, Public Works and Police Departments. The Project will include a Rapid Rectangular Flashing Beacon on Cowell Boulevard to facilitate bicycle and pedestrian crossing. The proposed project will use the existing bike and pedestrian path along Fifth Street and will not create hazards or barriers for pedestrians and bicyclists. Therefore, there is **no impact from hazards**.

**Response e): No Impact**

Fire protection and emergency medical response are provided by the City of Davis Fire Department. The closest fire station is located slightly over a mile from the project site, to the east at the intersection of Cowell and Mace Boulevards. The proposed project would be served by existing fire resources and would have no impact on emergency access from the fire station or along Cowell Boulevard. Therefore, there is **no impact**.

**Response f): No Impact**

There are existing bike paths and lanes within the area, including a bicycle lane on Cowell Boulevard and a bicycle path connecting to the Putah Creek Parkway from the greenbelt at the southern edge of the Project site. The Project includes loaner bicycles for hotel guests, along with parking for hotel and guest bicycles. The proposed project will provide access to existing bus routes located on Cowell Boulevard and would not conflict with adopted policies supporting alternative transportation. Therefore, there are **no impacts**.

XVII. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response a)-b), d)-g): Less Than Significant Impact**

Due to the relative size and nature of the proposed project, impacts to local and regional water supplies and waste water facilities are expected to be less than significant. Water and sewer are stubbed to the site for easy connection. The developer will be required to work with utility service providers prior to the issuance of building permits and occupancy to ensure infrastructure to the site is adequate to serve the project. There is ample capacity and the landfill to absorb solid waste from the project. The proposed project will not have a significant impact on utilities or services in that new systems or substantial alterations are not anticipated to be required. Impacts are considered **less than significant**.



**Response c) Less than Significant Impact after Mitigation.**

Construction of the storm drain connection to Albany Avenue and replacement of the bicycle path from Cowell Boulevard to Albany Avenue have the potential of causing impacts to burrowing owls, Swainson’s hawks, and/or existing trees. Compliance with Mitigation Measures 1, 2, 5, and 6 will reduce impacts to **less than significant after mitigation.**

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant w/ Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response a): Less than Significant After Mitigation.** As discussed above, there are no structures on the site and the site has been previously disturbed so the discovery of archaeological material is not likely. Although relatively unlikely, based upon the current land cover types found on-site, special-status wildlife species and/or federally- or state-protected birds could be occupying the site. In addition, although unlikely, the possibility exists for subsurface excavation of the site during grading and other construction activities to unearth deposits of cultural significance. However, this IS/MND includes mitigation measures and reflects standard conditions of approval that would reduce any potential impacts to less than significant levels. Therefore, the proposed project would have less than significant impacts related to degradation of the quality of the environment, reduction of habitat, threatened species, and/or California's history or prehistory.

**Response b): Less than Significant.** The proposed project in conjunction with other development within the City of Davis could incrementally contribute to cumulative impacts in the area. However, mitigation measures for all potentially significant project-level impacts identified for the proposed project in this IS/MND have been included that would reduce impacts to less than-significant levels. As such, the project's incremental contribution towards cumulative impacts would not be considered significant. In particular, the Traffic Impact Analysis by kd Anderson (Appendix D) addressed potential cumulative impacts of the Project and concluded that impacts at General Plan Buildout would continue to be **less than significant**.

Therefore, the proposed project would not have any impacts that would be cumulatively considerable, and impacts would be **less than significant**.

**Response c): Less than Significant.** The proposed project site is surrounded by existing development, and is an infill project. Due to the consistency of the proposed land use with the surrounding uses, substantial adverse effects on human beings are not anticipated with implementation of the proposed project. During construction activities, the project could result in temporary noise increases. However, this IS/MND includes mitigation measures that would reduce any potential impacts to a less-than-significant level. In addition, the proposed project would be designed in accordance with all applicable building standards and codes to ensure adequate safety is provided for the future residents of the proposed project. Therefore, impacts related to environmental effects that could cause adverse effects on human beings would be **less than significant**.

## REFERENCES AND SOURCES

1. City of Davis General Plan. May 2001, as updated and reprinted January 2007.  
<http://cityofdavis.org/city-hall/community-development-and-sustainability/planning-and-zoning/general-plan>
2. Draft and Final Program EIR for the City of Davis General Plan Update. Certified June 6, 2000 <http://cityofdavis.org/city-hall/community-development-and-sustainability/planning-and-zoning/general-plan-eir>
3. City of Davis Zoning Ordinance  
<http://qcode.us/codes/davis/view.php?topic=40&frames=off>
4. City of Davis Tree Planting, Preservation, and Protection Ordinance  
<http://qcode.us/codes/davis/view.php?topic=37&frames=off>
5. City of Davis Climate Action and Adaptation Plan. Adopted June 2010.  
<http://community-development.cityofdavis.org/Media/CommunityDevelopment/Documents/PDF/CDD/Sustainability/Davis-Climate-Action-Adaptation-Plan-20100106.pdf>
6. Staff Report on Burrowing Owl Mitigation (Dept. of Fish and Game, March 7, 2012)  
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843>
7. Initial Study, Davis Diamonds Rezoning  
<http://city-council.cityofdavis.org/Media/Default/Documents/PDF/CityCouncil/Planning-Commission/Agendas/20120808/Package/06B-2750-Cowell-Blvd-PA-12-33-Mitigated-Neg-Dec-1-12-Rezone-2-12.pdf>

## APPENDICES

- A. Air Quality Impact Analysis – Hyatt House Project, Davis. LSA, February 2, 2016.  
<http://www.cityofdavis.org/home/showdocument?id=5882>
- B. Hyatt House @ Davis, CA Energy Analysis. Davis Energy Group, January 15, 2016.  
<http://www.cityofdavis.org/home/showdocument?id=5878>
- C. Noise Impact Study for Hyatt House in Davis, California. Acoustical Engineering Consultants, December 30, 2015.  
<http://www.cityofdavis.org/home/showdocument?id=5876>
- D. Traffic Impact Analysis for Hyatt House Hotel Project. KD Anderson, January 12, 2016.  
<http://www.cityofdavis.org/home/showdocument?id=5880>
- E. Tree Evaluation, Appraisal and General Preservation Guidelines – Hyatt House Project, Davis, California. Tree Associates, December 28, 2015  
<http://www.cityofdavis.org/home/showdocument?id=5884>
- F. Memo re Tree Preservation, City of Davis Greenbelt Trees, Hyatt House Project. Tree Associates, February 29, 2016.  
<http://www.cityofdavis.org/home/showdocument?id=5888>
- G. Memo re Greenbelt Tree Preservation, Public Storm Drain, Hyatt House Project. Tree Associates, May 12, 2016.  
<http://www.cityofdavis.org/home/showdocument?id=5890>
- H. Photosimulations  
<http://cityofdavis.org/home/showdocument?id=5912>

6.

**RESOLUTION NO. 16-XXX, SERIES 2016**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DAVIS AMENDING THE  
GENERAL PLAN TO ADD HOTELS AS A CONDITIONALLY PERMITTED USE WITHIN  
THE BUSINESS PARK DESIGNATION, WITH A MAXIMUM FLOOR AREA RATIO OF  
1.0**

WHEREAS, the City of Davis has visions to foster a safe, sustainable, healthy, diverse and stimulating environment for all in the community; maintain Davis as a cohesive, compact, university-oriented city surrounded by and containing farmland, greenbelts, natural habitats and natural resources; and preserve and create an array of distinct neighborhoods so that all residents can identify a neighborhood that is “home” for them; and

WHEREAS, State Planning Law allows any mandatory element of the General Plan to be amended as many as four times in a calendar year; and

WHEREAS, the Planning Commission held a public hearing on August 24, 2016 to receive comments and consider the proposed amendment; and

WHEREAS, the City Council held a public hearing on November 1, 2016 to receive comments and consider the proposed amendment; and

WHEREAS, Initial Study and Negative Declaration #4-15 adequately assesses the impacts of this General Plan Amendment and the proposed extended-stay hotel project at 2750 Cowell Boulevard; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DAVIS:

Section 1 –Land Use Text Changes. The General Plan Land Use Text relating to the Business Park category is hereby amended, as shown in the text, Exhibit A, to this resolution.

PASSED AND ADOPTED by the City Council of the City of Davis this \_\_\_<sup>th</sup> day of \_\_\_\_\_, 2016, by the following vote:

AYES:

NOES:

Robb Davis  
Mayor

ATTEST:

Zoe S. Mirabile, CMC  
City Clerk

## Exhibit A General Plan Text Changes

### G. Business Park

**Intent:** To provide locations for administrative, professional, government and medical offices and non-polluting science, technology, light manufacturing and ancillary warehouse facilities in pleasant, pedestrian-oriented mixed-use environments featuring freeway and airport access, a variety of amenities and high-quality architectural and landscape design. Residential development would be conditionally allowable.

A "Business Park" is a hybrid of industrial and office parks which contains multiple uses and activities such as traditional industrial uses (such as warehouse/distribution light manufacturing, and research and development activities) as well as other types of land uses including headquarter offices, recreational facilities, health clubs, day care centers, incubator spaces for emerging companies, and secondary residential uses.

It is intended that a "Business Park" be functionally and aesthetically integrated into the community and not provide commercial uses that are encouraged in the downtown and neighborhood centers.

#### Allowable Uses:

1. Offices, light industry, research and development, light manufacturing and warehousing (as an ancillary use), provided they meet City standards regarding pollution, health and safety. Limited food establishments tailored to serve business park employee needs subject to conditional use review.
2. Residential uses to the extent that they are secondary and do not conflict with the primary use of the area.
3. Hotel uses are conditionally allowable between Drummond Avenue and the eastern terminus of Research Park Drive.

**Maximum Floor Area Ratio:** 50 percent, with an additional 15 percent for the housing component of a mixed use project, subject to a limit of 150 housing units. Such additional floor area shall include any housing units allowable under an affordable housing bonus. The additional floor area ratio allowed for housing does not apply to all sites, including large sites intended for non-residential uses only. Floor Area Ratio for a hotel use may not exceed 100 percent.

#### Policies:

**Policy LU G.1** Business parks should include sophisticated land planning, high quality architectural and landscape design, building flexibility, a variety of amenities and environmental controls.

**Action LU G.1a** After adoption of the General Plan Update, work with the Mace Ranch property owner / developer and other affected property owners to consider possible reconfiguration of land uses in the vicinity of the Upper Second Street" location. This might include revisions to the 11-acre Service Commercial site and factoring in additional information that will become available through the Frontier Fertilizer re-use process that is being initiated through an EPA grant. The study could lead to the City co-sponsoring zoning amendments to create a more logical land use pattern in this area. This might include some Community Retail combined with a scaling back of the Service Commercial provision of the public / semi-public use, or similar changes.



**RESOLUTION NO. 16-XXX, SERIES 2016**

**RESOLUTION APPROVING AMENDMENT TO THE CITY OF DAVIS SOUTH DAVIS  
SPECIFIC PLAN TO MODIFY GUIDELINES FOR NON-RESIDENTIAL  
DEVELOPMENT ALONG CHILES ROAD / NORTHERLY COWELL BOULEVARD**

WHEREAS, the South Davis Specific Plan was adopted in 1987 with the goal of a mixture of uses, including locations for residential, commercial, office, and industrial-research land uses accompanied by an adequate level of supporting public facilities and community by sensitively merging existing land uses and streets with new development; and

WHEREAS, the South Davis Specific Plan establishes guidelines for non-residential development that have not been updated to reflect the General Plan policies encouraging designs that are urban in nature at neighborhood activity nodes; and

WHEREAS, several properties along Cowell Boulevard and Chiles Road have irregular shape or dimensions and would benefit from flexibility in the amount of a parcel that is required to be landscaped; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 24, 2015, and recommended that the City Council approve the amendment of the General Plan based on findings below.

1. Find that the proposed South Davis Specific Plan amendment is appropriate in that it provides flexibility in development of non-residential uses that can provide jobs for Davis residents and revenue for the City of Davis.
2. Find that the text change allows the Planning Commission to evaluate landscaping for a development project within the context of the proposed use and its location.
3. Find that the proposed amendment provides consistency with General Plan policies for sensitive infill and creative development patterns.
4. Find that appropriate environmental assessment, Mitigated Negative Declaration #4-15, has been prepared for this project. It has been determined that the proposed project does not have potential significant adverse impacts on the environment given the applicable mitigation measures and conditions of approval. Any impact will be reduced to less than significant levels, and no environmental impact report required.

WHEREAS, the City Council held a duly noticed public hearing on November 1, 2016, to receive comments and consider amendment of the South Davis Specific Plan related to the property and other entitlement applications; and

WHEREAS, based on oral testimony and documentary evidence reviewed during the public hearing, the City Council determined that Mitigated Negative Declaration #4-15 adequately addresses the potential environmental impacts of the project, that standard City mitigation

measures and conditions of approval were made part of the project to reduce any impacts to a less than significant level, and that the appropriate findings were made.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Davis that the South Davis Specific Plan Text is amended as follows:

For non-residential development situated along Chiles Road / northerly Cowell Boulevard, the following guidelines shall apply:

- Buildings shall be set back 50 feet or more from the street
- Seventy-five percent of required parking shall be completely screened by a landscaped berm
- Twenty percent of the site area shall be landscaped, or as otherwise established within a Planned Development, for the area on Cowell Boulevard between Drummond Avenue and the eastern terminus of Research Park Drive
- Buildings, walls, and landscaped berms shall be designed generally parallel with Interstate 80 to form a functional noise barrier.

PASSED AND ADOPTED by the City Council of the City of Davis this \_\_\_th day of \_\_\_\_\_, 2016, by the following vote.

AYES:

NOES:

Robb Davis  
Mayor

ATTEST:

Zoe S. Mirabile, CMC  
City Clerk

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING CHAPTER 40 OF THE DAVIS MUNICIPAL CODE,  
AMENDING PLANNED DEVELOPMENT #2-12 RELATING TO PERMITTED USES,  
BUILDING HEIGHT, SIGNS, AND OUTDOOR USES**

WHEREAS, Planned Development (PD) #2-12 establishes zoning standards for 2750 and 2800 Cowell Boulevard, which consists of 3.37 acres in a two parcels; and

WHEREAS, PD #2-12 is based upon the light industrial zoning district with the addition of commercial recreation use; and

WHEREAS, amending PD #2-12 to allow an extended stay hotel will help meet a demand for this type of land use and will still support industrial research uses; and

WHEREAS, modifications to the number of permitted stories and allowing outdoor recreation facilities will facilitate development of the site by allowing flexibility for building siting; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 24, 2016, to receive comments and consider amendments to PD #2-12; and voted that they could not recommend approval; and

WHEREAS, the City Council held a duly noticed public hearing on November 1, 2016, and based on oral testimony and evidence reviewed during the public hearing, determined that Negative Declaration #4-15 adequately addresses the potential environmental impacts of the project and the appropriate finding were made.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAVIS DOES HEREBY ORDAIN AS FOLLOWS:

**SECTION 1. ZONING MAP CHANGE**

Section 40.15 (zoning map) of Chapter 40 of the Davis Municipal Code (hereinafter “City of Davis Zoning Ordinance”) as amended, is hereby amended the zoning designation of the parcel (Assessor’s Parcel Number 69-390-030 and 69-390-031) constituting approximately 3.37 acres as shown on the map, marked Exhibit A attached hereto, to Planned Development (PD) #2-12B (I-R).

**SECTION 2. PURPOSE.**

Section 2, Purpose of Planned Development #2-12, is hereby amended as follows:

The purpose of the industrial administrative and research (I-R) district is to provide an environment for and conducive to the development and protection of modern, large-scale administrative facilities, research institutions, specialized

manufacturing organizations, extended-stay hotel, and commercial recreation, all of a non-nuisance type.

**SECTION 3. USES.**

Section 3(B), Accessory Uses within Planned Development #2-12, is hereby amended as follows:

- (a) Signs, subject to the provisions of Section 40.26.020 or as otherwise established in a Conditional Use Permit, subject to review and approval by the Department of Community Development and Sustainability.

Section 3C(b), Conditional Uses within Planned Development #2-12, is hereby amended as follows:

- (b) Retail commercial uses such as restaurants, extended-stay hotel, and auto service stations, necessary to serve and appropriate to the I-R district.

**SECTION 4. GENERAL REQUIREMENTS.**

Section 4A, General Requirements for PD#2,12, is hereby amended as follows:

- A. Height Regulations. No structure shall exceed ~~three~~ four stories or fifty feet in height, excepted as provided in Section 40.27, and as greater heights may be permitted for planned developments, subject to provisions of Section 40.32.

**SECTION 5. SPECIAL CONDITIONS.**

Section 5(b), Special Conditions for PD #2-12, is hereby amended as follows:

- (b) All uses shall be conducted wholly within a completely enclosed building, except for auto service stations, off-street parking and loading facilities, recreational areas, and public utility substations.

**SECTION 6. MITIGATION MEASURES.**

The planned development district is subject to the mitigation measures in the environmental negative declaration for this project. A copy of the mitigation measures marked Exhibit B are attached hereto, to Planned Development #2-12B (I-R).

**SECTION 7. FINDINGS.**

The City Council of the City of Davis hereby finds:

1. The proposed amendment is in conformance with the General Plan as proposed for amendment, which designates the site “Business Park”, a land use that permits industrial research and commercial recreation use and will add extended-stay hotels under this application.
2. The adoption of the proposed rezone will be consistent with the Zoning Ordinance, as the purpose of the Planned Development District is to allow for diversification in the relationship of various buildings and structures and provide relief from the rigid standards of conventional zoning.
3. The public necessity, convenience and general welfare require the adoption of the proposed amendment.
4. Any hotel and recreational uses shall be appropriate in area, location and overall planning for the purpose proposed and the surrounding area shall be protected from any adverse effects from such development.
5. Mitigated Negative Declaration #2-12 and #4-15 have been prepared for this project and declares that impacts of the project will be less than significant with the mitigation measures adopted; and that pertinent mitigation measures in the General Plan and the South Davis Specific Plan would apply to the development of the subject site.

**SECTION 8. EFFECTIVE DATE.**

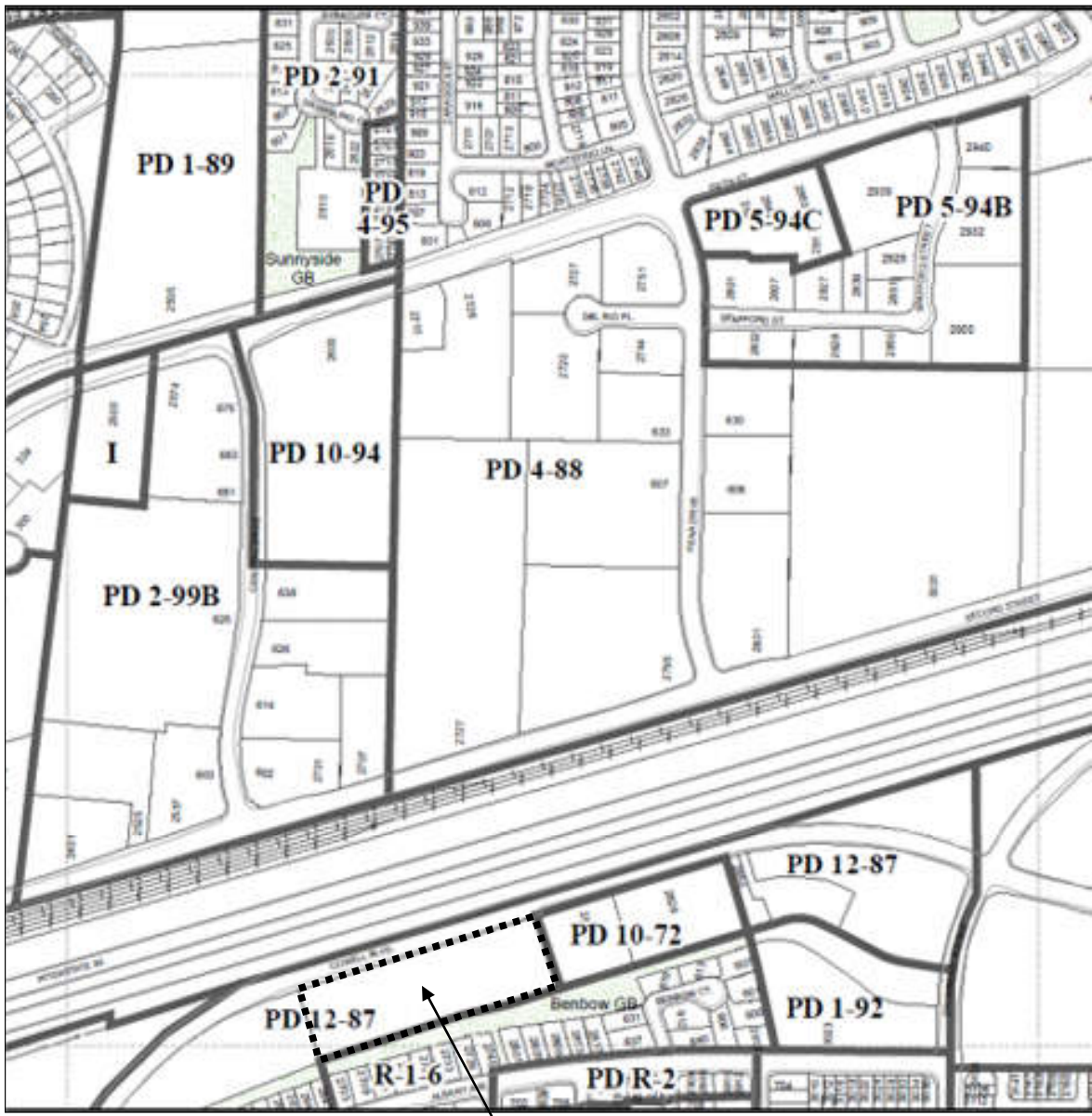
This ordinance shall become effective on and after the thirtieth (30<sup>th</sup>) day following its adoption. INTRODUCED on \_\_\_\_\_, 2016, AND PASSED AND ADOPTED on \_\_\_\_\_, 2016, by the following vote:

AYES:  
NOES:  
ABSENT:

Robb Davis  
Mayor

ATTEST:

Zoe S. Mirabile, CMC  
City Clerk



Parcels to be Rezoned from PD #2-12 to PD #2-12B



**Mitigation Measures:****1. Disturbance to Burrowing Owl Nesting**

1. A preconstruction survey for burrowing owls shall be conducted no sooner than two weeks prior to soil disturbing work.
  - a. If owls are confirmed using the property during the non-breeding season (September 1 through January 31), then the owls may be passively excluded by a qualified biologist as described in the California Department of Fish and Wildlife's (CDFW) 2012 Burrowing Owl Mitigation Guidelines with an approved owl Exclusion Plan.
  - b. If the site is occupied by owls during the breeding season (Feb 1 through August 31), then no soil disturbance or construction activity may occur until the owls' reproductive cycle has finished (as verified by a qualified biologist) and the owls have been excluded in accordance to CDFW 2012 guidelines with an approved Exclusion Plan passively relocated.

**2. Disturbance to Swainson's Hawk Nesting**

1. Construction should be timed to begin outside of the hawk's breeding season (February 1 thru August 31, annually).
2. If construction must be scheduled to begin during the nesting season, a Swainson's hawk nest survey shall be conducted within ¼ mile of the site, no sooner than two weeks prior the start of construction activity or any work affecting the trees on the greenbelt. The ¼ mile distance shall reflect the area to be affected by the tree pruning, storm drain extension, and bike path replacement in addition to the subject property.
3. Construction may be delayed or require formal Department of Fish and Wildlife consultation should active nests be present within ¼ mile during the pre-construction surveys.

**3. Impact on Greenbelt Trees**

- a. Revise parking lot detail to utilize drain rock rather than AB in between concrete strips.
- b. Specify on plans to excavate for curb installation with water or air under ISA Certified Arborist supervision. If roots greater than or equal to 2 inches in diameter are encountered, bridge curb over roots allowing space for roots to expand in girth.
- c. Conduct a meeting to discuss tree preservation guidelines with the Consulting Arborist and all contractors, subcontractors and project managers prior to the initiation of demolition and construction.
- d. Prior to any demolition activity on site, identify (tagged) trees to be preserved and install tree protection fencing in a circle centered at the tree trunk with a radius equal to the defined tree protection zone (see table) unless otherwise indicated in construction plans. Tree protection fences shall be made of chain link with posts sunk into the ground. These fences shall not be removed or moved until construction is complete. Avoid soil or above ground disturbances within the fenced area.
- e. Any pruning required for construction or recommended in this report shall be performed by an ISA Certified Arborist or Tree Worker. Pruning for necessary clearance shall be the minimum required to build the project and performed prior to demolition by an ISA Certified Arborist.

- f. Avoid grading, compaction, trenching, rototilling, vehicle traffic, material storage, spoil, waste or washout or any other disturbance within tree protection zones (TPZ's) outside of drive and parking areas.
- g. Any work that is to occur within the protection zones of the trees shall be monitored by the Consulting Arborist.
- h. If roots larger than 1 inch or limbs larger than 3 inches in diameter are cut or damaged during construction, contact Consulting Arborist as soon as possible to inspect and recommend appropriate remedial treatments.
- i. All trees to be preserved shall be irrigated once every week during non-Winter months to uniformly wet the soil to a depth of at least 18 inches under and beyond their canopies.

**4. Impact on Tree #8**

- a. Property owner shall comply with all provisions of Mitigation Measure #3 for Tree #8.
- b. Property owner shall post a bond or other security for the appraised value of Tree #8 prior to the issuance of building permits, which will be released if the trees are still healthy upon completion of the 18-month monitoring period. The value of any damage to the tree will be taken from the bond and deposited into the City's tree preservation fund, as established in Section 37.030.070(b) of the Municipal Code.

**5. Impact on Chinese Tallow Trees**

- a. Conduct a meeting to discuss tree preservation guidelines with the Consulting Arborist and all contractors, subcontractors and project managers prior to the initiation of demolition and construction.
- b. Prior to any demolition activity on site, identify trees to be preserved and install tree protection fencing in a circle centered at the tree trunk with a radius equal to one foot per inch trunk diameter (outside of paved areas). Tree protection fences shall be made of chain link with posts sunk into the ground. These fences shall not be removed or moved until construction is complete.
- c. Pruning for necessary equipment clearance shall be the minimum required to build the project and performed prior to demolition by an ISA Certified Arborist or Certified Tree Worker.
- d. Avoid grading, compaction, trenching, rototilling, vehicle traffic, material storage, spoil, waste or washout or any other disturbance within tree protection zones. Any work that is to occur within the protection zones of the trees shall be monitored by the Consulting Arborist.
- e. If roots larger than 1 inch or limbs larger than 3 inches in diameter are cut or damaged during construction, contact Consulting Arborist as soon as possible to inspect and recommend appropriate remedial treatments.
- f. All trees to be preserved shall be irrigated once every week during non-Winter months to uniformly wet the soil to a depth of at least 18 inches under and beyond their canopies.

2750 Cowell Boulevard Extended Stay Hotel  
Findings for Approval  
City Council Draft, August 24, 2016

Conditional Use Permit

- 1) Specific Conditional Use Permit approvals include a four-story 120-room extended stay hotel with guest lobby, bar, guest gathering/meeting room, fitness room, and outdoor common area and swimming pool. This Conditional Use Permit also allows project signage to deviate from the size and location requirements of the Zoning Ordinance, subject to review and approval of the Director of Community Development and Sustainability.
- 2) The property owner can commence substantial construction within eighteen months from the date of the final planned development approval and intends to complete the construction within a reasonable time.
- 3) The proposed development conforms to the general plan, in that the application includes an amendment to the Business Park area to conditionally allows hotels with a floor area ratio of up to 100 percent. General Plan goals include “Attract visitors to Davis.”
- 4) Conditions of Approval are attached to this Conditional Use Permit and will be verified through building plan check and inspection.
- 5) The use will not constitute a nuisance or be detrimental to the public welfare of the community.
- 6) Mitigated Negative Declaration #4-15 adequately assesses potential impacts of the project, and concludes that all potential environmental impacts can be mitigated to less-than-significant levels. Mitigation measures have been accepted by the applicant and incorporated into the Conditions of Approval.

Final Planned Development

- 1) The property owner can commence substantial construction within eighteen months from the date of the final planned development approval and intends to complete the construction within a reasonable time.
- 2) The proposed development conforms to the General Plan and South Davis Specific Plan, in that the application includes an amendment to the Business Park area to conditionally allows hotels with a floor area ratio of up to 100 percent and an amendment to the South Davis Specific Plan to allow landscape area to be established through a Planned Development. General Plan goals include “Attract visitors to Davis.”
- 3) This nonresidential use is be appropriate in area, location and overall planning for the purpose proposed. Conditions of approval ensure that surrounding areas shall be protected from any adverse effects from the development.
- 4) The auto, bicycle and pedestrian traffic system is adequately designed to meet anticipated traffic and shall be so designed to provide the minimum amount of interference with each other. The project includes improvements to Cowell Boulevard to enhance use of the transit system by hotel guests and employees as well as other riders.

- 5) Commercial development can be justified economically at the location proposed and adequate commercial facilities of the types proposed will be provided. An extended-stay hotel will provide property and transient occupancy taxes to the City of Davis and provide hotel rooms supportive of City economic development activities.

#### Minor Modification

- 1) Completion of the project as proposed is not inconsistent with the objectives of the general plan and intent of the zoning regulations, in that the application includes an amendment to the Business Park area to conditionally allows hotels with a floor area ratio of up to 100 percent. General Plan goals include “Attract visitors to Davis.”
- 2) The minor modification to building tower height and number of vehicle parking spaces will not adversely affect the health, safety, or general welfare of persons residing or working on the site or in the vicinity, in that the reduction in vehicle parking spaces will provide greater opportunities for public art and landscaping, and the increase in building tower height has limited impact to views of the structure.
- 3) That the project will be consistent with the Uniform Building Code, in that complete construction plans will be reviewed at the time of building permit application.

#### Site Plan and Architectural Review

- 1) The proposed development conforms to the general plan, in that the application includes an amendment to the General Plan and South Davis Specific Plan to conditionally allows hotels with a floor area ratio of up to 100 percent in the Business Park area and an amendment to the South Davis Specific Plan to allow landscape area to be established through a Planned Development. General Plan goals include “Attract visitors to Davis.”
- 2) The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and the community
- 3) The architectural design of the proposed project is compatible with the existing properties and anticipated future developments within the neighborhood in terms of such elements as height, mass, scale, and perspective.
- 4) The proposed project will not create conflicts with vehicular, bicycle, or pedestrian modes of circulation The project includes improvements to Cowell Boulevard to enhance use of the transit system by hotel guests and employees as well as other riders. Conditions of approval include a requirement for a car management plan and other mechanisms to encourage guests and employees to use alternatives to private vehicles.
- 5) The location, climate, and environmental conditions of the site are adequately considered in determining the use of appropriate construction materials and methods. Sufficient conditions are included with the approval to ensure the long-term maintenance of the project.

# 2750 Cowell

## CONDITIONS OF APPROVAL

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## I. GENERAL REQUIREMENTS, FEES, AND TIME LIMITS

1. **SUBSTANTIAL CONFORMANCE.** The project shall be completed in substantial conformance to the plans presented to the City Council on \_\_\_\_\_, except as modified herein. Design changes that require modifications to uses, elevations or site features shall be submitted for review and approval through the planning review process as a amendment to the Conditional Use Permit. Specific Conditional Use Permit approvals include a four-story 120-room extended stay hotel with guest lobby, bar, guest gathering/meeting room, fitness room, and outdoor common area and swimming pool. This Conditional Use Permit also allows project signage to deviate from the size and location requirements of the Zoning Ordinance, subject to review and approval of the Director of Community Development and Sustainability. (ALL)
2. **COMPLIANCE WITH CONDITIONS OF APPROVAL.** Prior to issuance of Certificate of Occupancy, all conditions of approval and required improvements shall be completed to the satisfaction of the Community Development & Sustainability Department. (DR/FPD/CUP)
3. **RUN WITH THE LAND.** The terms and conditions of this approval shall run with the land and shall be binding upon and be to the benefit of the heirs, legal representatives, successors, and assignees of the property owner. (ALL)
4. **REVISED PLANS.** Revised plans and building elevations incorporating all conditions of approval for this project shall be coordinated and submitted to the Community Development & Sustainability Department as one package in accordance with plan check requirements. All plans including site, grading, landscape, irrigation, mechanical and street improvement plans shall be coordinated for consistency prior to issuance of any permits (such as grading, encroachment, building, etc.) Any changes to the size, colors, construction materials, design or location of any structure on site, or other site or landscape improvements shall not be made without prior City approval. (DR/FPD/CUP)
5. **PERMIT EXPIRATION.** The Conditional Use Permit shall become null and void after a period of 18 months if either the use permit has not been used or if substantial construction in good faith reliance on the approval has not commenced subsequent to such approval. The Community Development & Sustainability Department may extend the expiration date for one or more periods not exceeding a total of 18 months upon a showing that the circumstances and conditions upon which the approval was based have not changed. A written request for a time extension, application, required exhibits and plans, and applicable fees must be submitted at least thirty days prior to the expiration. (CUP)
6. **APPLICANT'S NOTIFICATION RESPONSIBILITY.** The applicant shall be responsible for informing all subcontractors, consultants engineers, or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein, in the City of Davis Municipal Code, including obtaining a business license, hours of operation, noise ordinance requirements, all applicable state and federal laws and regulations. (ALL)



7. **CONFLICTS.** When exhibits and/or written conditions of approval are in conflict, the written conditions shall prevail, unless specifically stated in the conditions of approval. The fact that exhibits were included to City Staff Reports, or not appropriately corrected when signed of by the department does not override and invalidate the approved written conditions of approval. (ALL)
8. **CONTINGENCIES.** This approval is contingent upon the approval of General Plan Amendment application #4-16 and Rezoning / Planned Development Amendment application #7-15. (CUP/DR/FPD)
9. **INDEMNIFICATION.** The applicant shall defend, indemnify, and hold harmless the City of Davis, its officers, employees, or agents to attack, set aside, void, or annul any approval or condition of approval of the City of Davis concerning this approval, including but not limited to any approval of condition of approval of the City Council. (ALL)
10. **ENCROACHMENT PERMIT REQUIRED (WORK WITHIN ROW).** All work within the public right-of-way (ROW), including but not limited to utilities and grading, shall be explicitly noted with the building plans. The applicant shall obtain all necessary encroachment permits from the City of Davis Public Works Department prior to issuance of building permits for all work and construction that encroach within or over the public right-of-way, including, but not limited to, balconies, fire ladders, outdoor restaurant seating, bike racks, water meters, backflow devices, signs and curb/gutter/sidewalk improvements. (DR/FPD/CUP)
11. **FIRE SAFETY REQUIREMENTS.** Plans shall be submitted to the Fire Department for review and approval prior to issuance of building permits. All new development shall comply with the fire safety requirements of the California Fire Code and California Building Code as adopted by the City of Davis. (DR/FPD)
12. **POLICE SAFETY REQUIREMENTS.** Plans shall be submitted to the Police Department for review and approval prior to issuance of building permits. All new development shall comply with the City Building and Security Ordinance and other safety recommendations and requirements regarding building security as well as employee and patron security, prior to issuance of building permits. (CUP/DR/FPD)
13. **PLAN CHECK FEES.** A plan check fee shall be required by the Community Development & Sustainability Department when an application for a building permit is submitted. In the event the building permit applications will be made by a different entity than the applicant, the applicant is responsible for informing the Planning Division that plan check fees shall be paid by a different entity. Failure to notify and seek approval from Planning Division regarding separate payment for plan checking after entitlement applications' approval, shall result in Planning Division charges being made to the project account. (DR/FPD)
14. **WATER AND SEWER CONNECTION FEES.** Water Connection and Sewer Connection fees for the lot shall be paid at the time of issuance of Building Permit.

15. **STREET TREES.** The Applicant shall pay a street tree fee and/or provide street tree planting in accordance with Section 37.02.020 of the City Code.
  16. **DEVELOPMENT IMPACT FEES.** The developer shall pay the appropriate fees established in the Major Projects Financing Plan pursuant to the General Plan. Final fee categories shall be as adopted by the City Council in the Major Project Financing Plan and shall be paid at the time of certificate of occupancy or as otherwise required by law.
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### III. GRADING, SITE DEVELOPMENT, SITE PLAN, AND PARKING

#### A. Specific Improvement Requirements

17. **TREE MITIGATION PARKING SURFACE.** Improvement plans shall be revised to reflect drain rock, rather than Class 2 AB, for parking spaces identified in the tree mitigation measures. (MM, CUP, DR)
18. **FRONTAGE IMPROVEMENTS.** Developer shall repair broken or substandard frontage improvements, subject to the review and approval of the City Engineer. Such improvements shall be completed prior to issuance of a certificate of occupancy for any structure in the development. Developer and City shall explore opportunities for installation of landscaping within the right-of-way between the sidewalk and Cowell Boulevard. (CUP, DR)
19. **COWELL BOULEVARD IMPROVEMENTS.** The existing Cowell Blvd striping shall be modified to include a center left-turn lane to provide for safe ingress/egress for traffic into and out of the property.
20. **GREENBELT BIKE PATH IMPROVEMENT.** After the completion of utility improvements, applicant shall improve the existing bike path along eastern portion of property to be in compliance with City of Davis Standard Plan 301-7.
21. **PAVEMENT DESIGN.** At submittal of improvement plans, provide details of pavement treatment including type, thickness, and other design details subject to review and approval of the City Engineer. All street sections shall be designed based on the subgrade "R" value and the Traffic Index (TI). The TI for Cowell Blvd, which is a Minor Arterial at this location, shall be 8.0. Pavement design shall be consistent with the recommendations stated in the soils report.
22. **PROTECT GREENBELT/PATHWAY IMPROVEMENTS.** Developer shall protect greenbelt/pathway improvements adjacent to the project, subject to the review and approval of the Parks and General Services director and the City Engineer.
23. **HYDROMODIFICATION FOR STORMWATER QUALITY.** The project will be subject to the hydromodification requirement of Section E.12.f of the General Permit.
24. **BUS STOP RELATED IMPROVEMENTS.** Re-stripe crosswalk across Cowell Blvd. for access to existing bus stop and provide other bus stop improvements as required by Unitrans and the City.

25. **BROADBAND NETWORK.** Provide conduits and associated appurtenances to serve a future broadband network if required by and to the satisfaction of the City Engineer. (CUP)

B. Engineering / Plan Requirements

26. **EASEMENTS AND PUBLIC RIGHT OF WAY.** Show existing easements and Public Right of Way with descriptions and widths on all civil/site plans.

27. **GRADING AND DRAINAGE PLAN.**

- a. A Grading and Drainage Plan will be required. Prior to approval of grading plans for this subdivision, Developer shall satisfy the City Engineer that the proposed grading will not adversely affect adjacent properties. In addition, retaining walls shall be provided by the Developer wherever the grade differential between adjacent lots is 0.5 feet or greater. Masonry retaining walls shall be provided when such grade differential is 1.0 feet or greater.
- b. An on-site drainage plan to serve the subdivision shall be submitted for review and approval of the City Engineer concurrent with the subdivision improvement plans. On-site drainage improvements shall be designed to collect and convey the 10% storm flows. Final calculations for the 10% and 1% storm events shall be provided.
- c. Developer's Engineer shall provide an estimate of the earthwork balance quantifying the estimated soil import/export requirements on the grading plans. Mass haul route plans and soil test reports for geotechnical properties and hazardous material clearance on planned import soils may be required at the City Engineer's discretion.

28. **RECORD DRAWINGS.** The Applicant's engineer shall prepare Record Drawings that accurately indicate the completed grades after completion of grading operations. Reproducible mylar copies of the Record Drawings shall be provided to the City.

29. **EROSION AND SEDIMENT CONTROL PLAN.** An Erosion and Sediment Control plan shall be prepared by a registered Civil Engineer, for review and approval by the City Engineer prior to commencement of construction of site improvements. This plan shall incorporate the following requirements:

- a. This plan will include erosion control measures to be applied during the rainy season (the months of October through April, inclusive). These measures may include limitations on earth moving activities in sensitive areas during this time period.
- b. This plan will include methods of revegetating denuded earth slopes. Revegetation will be accomplished by a method which reseeds and temporarily protects the ground so that 90% germination is achieved. Future building pads are not subject to this requirement, although measures will be required to contain sediments.
- c. The developer shall implement wind erosion and dust control measures to be applied on a year-round basis. This shall include an effective watering program to be implemented during earth moving activities. Erosion control measures may include limitations on earth moving activities in sensitive areas during the rainy season.

- d. All sediments generated by construction activities shall be contained by the use of sediment traps, such as silt fences, settling basins, perimeter ditches, etc.
  - e. When building construction will be delayed beyond the next rainy season, the developer shall provide erosion control measures on each active work area.
30. **STORM WATER POLLUTION PREVENTION PLAN (SWPPP).** This project will be subject to State requirements for a Storm Water Pollution Prevention Plan (SWPPP) and will need to file a Notice of Intent (NOI) with the State. Provide a Stormwater Pollution Prevention Plan (SWPPP) developed by a State certified QSD subject to the review and approval of the Public Works Director concurrent with the improvement plans. Provide the WDID number issued by the State Water Resources Control Board through its SMARTS system and a copy of the NOI with the SWPPP.
31. **STORMWATER QUALITY.** This project is a Regulated Project as defined in Section E.12 of the state's Phase II Small MS4 General Permit, and so shall conform to the requirements therein for Regulated Projects. Stormwater quality treatment control measures shall comply with the City's Stormwater Management and Discharge Control Ordinance (Chapter 30 of the Municipal Code). Provide calculations with a Drainage Management Area (DMA) diagram for the entire site demonstrating that the treatment control measures are appropriately designed to treat stormwater runoff for each drainage shed. Stormwater quality calculations shall be submitted concurrent with the improvement plans.
32. **UTILITY DESIGN.** All sizes, locations and grades of the utilities, including private common utilities to serve this project shall be subject to the review and approval of the City Engineer.
33. **DRY UTILITIES.** Prior to approval of the site improvement plans, Applicant shall submit locations of joint trench and other dry utilities, including a Composite Utility Plan showing all wet and dry utilities. Details shall include but not be limited to the following: HVAC, gas meters, and electrical boxes for each unit and service points, conduit wire sizes, and poles numbers for street lights.
34. **BACKFLOW PREVENTION EQUIPMENT.** Backflow prevention devices may be required. Prior to issuance of building permits for any structure within the development, plumbing plans shall be submitted subject to the review and approval of the City Engineer.
35. **STREET LIGHTING.** Final street lighting design, including location and number of fixtures, are subject to the review and approval of the City Engineer.
36. **GARBAGE AND GREEN WASTE.**
- a. Prior to or concurrently with the submittal of the Improvement Plans, submit verification from Davis Waste Removal that they will be able to serve the project for garbage, recycling and green waste removal and that their vehicles will be able to accommodate waste removal from the proposed areas.
  - b. Times and locations for garbage and green waste storage adjacent to streets may be limited through the use of signage or other means. Provisions for such limitations shall be submitted at the time of Improvement Plans and shall be subject to review and

approval of the City Engineer. If signage is used to limit storage, Applicant shall pay for installation of signs.

37. **SOILS REPORT.** Applicant shall provide soils report concurrent with submission of improvement plans. The applicant shall comply with all recommendations contained within the report. As also noted under the Grading and Drainage Plan requirements, soil test reports for geotechnical properties and hazardous material clearance on planned import soils may be required at the City Engineer's discretion.

B. Plan Check Review

38. **PARKING SPACES REQUIRED.** A total of 108 parking spaces shall be provided for the project, reflecting a ten percent reduction from the standard of one space per hotel room. Parking areas, driveways, and parking spaces shall meet minimum parking requirements established in Section 40.25 of the Zoning Code. Details of parking space location and configuration, consistent with these requirements, shall be submitted with the Design Review application. The Community Development & Sustainability Department may approve minor changes in parking space location and configuration through the minor improvement process. (DR/FPD/MM/CUP)
39. **ELECTRIC VEHICLE PARKING SPACES REQUIRED.** Based upon the proposed 108 required vehicle parking spaces and the City's draft standards EV-Readiness Standards, the project would be required to provide accommodation for seven vehicle parking spaces with access to Level 2 chargers. Chargers should be placed to serve multiple parking spaces. Charger(s) for four spaces shall be installed prior to issuance of certificate of occupancy. Installation of the charger(s) for the remaining three vehicle spaces may be deferred, but building plans must demonstrate that the spaces are pre-wired with adequate electrical panel capacity for subsequent installation. (CUP)
40. **BICYCLE PARKING SPACES REQUIRED.** A total of 30 bike parking spaces shall be provided, as shown on the submitted plans. Bicycle racks shall be SCH Enterprises Series LR Lightning Bolt or Park a Bike Varsity Bike Dock Rack or equal. Minor adjustment in bicycle parking locations and locking mechanism details may be approved by the Community Development and Public Works Departments. (DR/CUP)
41. **PARKING LOT SHADING.** Plans and construction shall comply with the City's Parking Lot Shading and Master Parking Lot Tree list guides. A separate parking lot shading diagram shall be reviewed and approved by the Community Development & Sustainability Department prior to issuance of building permits. The parking lot shading diagram shall include all light poles and utility boxes. Parking lot trees shall be located so as to not interfere with parking lot light poles. (DR/FPD)
42. **EXTERIOR LIGHTING.** All exterior lighting shall be directed so as to not adversely impact traffic or adjacent sites. Light standards shall comply with the provisions of the City's Outdoor Lighting Control Ordinance as well as the City's Security Ordinance. A detailed on-site lighting plan, including a photometric diagram and details of all exterior light fixtures shall be reviewed and approved by the Community Development & Sustainability Department and Police Department prior to the issuance of permits. (DR/CUP/FPD)

43. **PROPERTY MAINTENANCE.** The following statement shall be included on the site plan:  
“Applicants are responsible for maintaining all buildings, yards, structures, signs, parking areas and other improvements in such a manner that does not detract from the appearance of the surrounding area. Parking lots shall be maintained in an attractive and suitable fashion with any potholes, significantly cracked or uneven paving and any other significant damage repaired in a timely fashion throughout the life of the project”. (DR/CUP/FPD)
44. **TRASH ENCLOSURES.** All required trash enclosures areas shall be constructed with a minimum 6’ high wall and shall have a self closing gate constructed of solid metal materials and attached to posts embedded in concrete. Details of trash enclosure design shall be submitted for review and approval by the Community Development & Sustainability Department prior to the issuance of building permits. Trash enclosure and recycling areas shall be adequately screened from public view and shall be architecturally compatible with proposed building design by utilizing consistent materials and colors. Evidence of approval from Davis Waste Removal for the quantity, location and size of proposed project trash and recycling enclosures shall be submitted with the building permit application (DR/CUP/FPD)
45. **FENCES.** All fence footings and foundations shall be galvanized steel, reinforced concrete, or masonry. All required notes/details shall be provided on plans prior to the issuance of permits. The fence between the hotel and the greenbelt shall be wrought iron or similar open design above a height of 3-4 feet (lower portion solid to screen vehicle headlights), subject to review and approval by the Department of Community Development and Sustainability. The fence adjacent to the fire lane (where there are no parking spaces) shall be open from the ground up. All fences will be on private property and the property owner shall be responsible for installation and maintenance. (DR/CUP/FPD)
46. **UTILITY PLAN.** A utility plan shall be approved by all applicable utility providers prior to the issuance of permits. The applicant shall prepare a final site plan and elevations of all on-site mechanical equipment (including HVAC condensers, transformers, switch boxes, backflow devices, PG&E transformers, etc...) and specifics of how such equipment shall be screened from public view. This plan, with an approval stamp from the City of Davis Community Development & Sustainability Department, shall be submitted by the applicant to the utility provider for review. Any necessary changes or deviations from the approved utility location and/or screening shall be reviewed by the Community Development & Sustainability Department prior to installation and may be subject to discretionary Design Review processing and fees by the Community Development & Sustainability Department. (DR/CUP/FPD)
47. **EXTERIOR STORAGE.** All outside storage areas shall be permanently screened from view. Design details shall be reviewed and approved by the Community Development & Sustainability Department prior to the issuance of permits. (DR/CUP/FPD)
48. **EQUIPMENT SCREENING.** All ground mounted utility appurtenances such as transformers, AC condensers, backflow devices, etc., shall be located out of public view and adequately screened in such a manner as to minimize the visual and acoustical impact. To the extent possible, equipment shall be located behind the building setback, on the side of the building or outside

public view. Equipment within public view shall be screened to the satisfaction of the Community Development Director and may include a combination of landscaping and/or masonry or lattice walls or berms. Whenever possible, utility transformers shall be placed in underground vaults. All gas and electrical meters shall be concealed and/or painted to match the building. (DR/CUP/FPD)

C. Prior to Construction

49. **PRECONSTRUCTION MEETING.** Prior to the start of any work on-site, the applicant shall request and attend a preconstruction meeting to include project superintendent, architect, subcontractors, as well as City representatives including Community Development and Public Works.
50. **CONSTRUCTION MANAGEMENT PLAN.** Prior to issuance of any permit or inception of any construction activity on the site, the developer shall submit a construction impact management plan including a project development schedule and “good neighbor” information for review and approval by the Community Development and Public Works Departments. The plan shall include, but is not limited to: public notice requirements for periods of significant impacts (noise/vibration, etc.), special street posting, construction vehicle parking plan, phone listing for community concerns, names of persons who can be contacted to correct problems, hours of construction activity, noise limits, dust control measures, and security fencing and temporary walkways. Work and/or storage of material or equipment within a City right-of-way may require the separate receipt of an Encroachment Permit.
51. **ENCROACHMENT PERMIT REQUIRED.** All work within the public right-of-way, including but not limited to utilities and grading, shall be explicitly noted with the building plans. The applicant shall obtain all necessary encroachment permits from the City of Davis Public Works Department prior to issuance of building permits for all work and construction that encroach within or over the public right-of-way, including, but not limited to: balconies, fire ladders, outdoor restaurant seating, bike racks, water meters, backflow devices, signs and curb/gutter/sidewalk improvements.
52. **CONSTRUCTION WASTE RECYCLING.** Prior to issuance of permits, the applicant shall submit to the City for review and approval a Construction Waste Recycling Program for the project including provisions for participation in the County Wood Waste Reduction program or equivalent. The recycling program should include the recycling and re-use of all construction materials and garbage generated by the construction workers, such as shipping boxes and packing materials, beverage containers, metal scraps, etc.



D. During Construction

53. **FIRE DEPARTMENT INTERIM ACCESS.** Where structures are built or under construction, all adjacent streets and primary driveways deemed necessary to Fire Department access shall be paved or constructed to an all-weather condition satisfactory to the City Engineer and the Fire Department. Prior to completion of streets and primary driveways, building permits may be issued, provided fire vehicle access is maintained to all hydrants and from hydrants to all structures prior to commencing wood construction. Details of Fire Department access to hydrants and structures shall be approved by the Fire Department.

E. Prior to Certificate of Occupancy

54. **COMPLIANCE WITH CONDITIONS.** Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the City of Davis Community Development Department. The site and buildings shall be inspected for compliance prior to the issuance of a certificate of occupancy. (DR/FPD/CUP)

F. Ongoing

55. **DEVELOPMENT AND MAINTENANCE.** The site shall be developed and maintained in accordance with the approved plans which include site plans, architectural elevations, exterior materials and colors, landscaping and grading on file in the Community Development & Sustainability Department, the conditions contained herein, Municipal Code regulations, PD # 2-12B regulations, and the South Davis Specific Plan. (DR/CUP/FPD)

56. **TRASH MAINTENANCE.** The entire site shall be kept free of trash or debris at all times. (DR/FPD/CUP)

57. **BACKFLOW EQUIPMENT.** Backflow prevent valve wheels and stems shall be maintained in a manner which enables inspection in order to determine whether or not the valve is open. (DR/FPD)

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## IV. BUILDING DESIGN

A. Plan Check Review

58. **APPROVED BUILDING DESIGN.** No substantive deviations from the approved building design may be permitted without Design Review approval. However, minor changes may be approved through the minor improvement application process. (DR/CUP/FPD)

59. **MATERIAL BOARD.** The design, placement and color of the building materials shall be as provided on the material sample board date stamped (insert date), except as modified by the conditions of approval for the project. Minor changes in materials and color selection may be made through the Community Development & Sustainability Department's Minor Improvement process. Details shall be provided on the working plans to the satisfaction of the Community Development & Sustainability Department prior to the issuance of permits. (DR)
60. **EXTERIOR COLOR.** Prior to the issuance of permits, preliminary exterior paint colors (and materials) shall be submitted for review and approval by the Community Development & Sustainability Department. (DR)
61. **CONSTRUCTION AND MATERIALS.** The plan review set shall include adequate detailing of application, construction and materials proposed of all exterior architectural enhancements including but not limited to building and window trim, depth of recessed features, grout or reveal width/depth, awning materials, trellis construction, building material application such as tile/brick. Adequate detailing may necessitate the use of cross-sections. (DR)
62. **DOORS/WINDOWS.** If door/window style was not approved as part of the building design, selected styles shall be submitted to the Community Development & Sustainability Department for review. (DR)
63. **ROOF MOUNTED EQUIPMENT.** All roof appurtenances, including air conditioners and other roof mounted equipment and/or projections shall be screened from view and the sound buffered from adjacent properties and streets. Such screening shall be architecturally integrated with the building design to the satisfaction of the Community Development & Sustainability Department prior to the issuance of building permits. (DR/FPD/CUP)
64. **ROOF DRAINAGE.** Internal roof drains shall be provided. All other appurtenant equipment on the building shall be concealed unless painted to match or harmonize with the surface to which it is attached. Run-off shall not discharge over sidewalk. (DR)
65. **LIGHT FIXTURES.** Details of all exterior light fixtures shall be submitted for review and approval by the Community Development & Sustainability Department prior to issuance of permits. All lighting fixtures shall be complementary to the building architecture. Commercial looking "wall packs" are discouraged and will not be permitted. (DR/FPD)
66. **WINDOW SCREENING.** Building plans shall be revised to include screening to reduce privacy impacts on residences to the south as shown in new Exhibits A17 and A18, or equivalent, to the satisfaction of the Director of Community Development and Sustainability. (CUP, DR)
67. **ART.** The applicant shall work with the City of Davis Program Manager for Arts and Culture with the goal of incorporating art by local artists, particularly on the western elevation and areas facing Interstate 80.

B. During Construction

68. **SITE MEETING.** A site meeting with Planning Staff to review test sections of the proposed paint colors on the buildings is required prior to initiating final painting. (DR)
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V. **LANDSCAPING**

A. Plan Check Review

69. **LANDSCAPE PLAN REQUIRED.** Detailed landscape and irrigation plans shall be submitted and approved by the Community Development and Parks and Community Services Departments prior to the issuance of building permits. Landscape plans shall specify the following:
- a. Location, size and quantity of all plant materials;
  - b. A plant legend specifying species type (botanical and common names) container size, maximum growth habit, and quantity of all plant materials.
  - c. Location of all pavements, fencing, buildings, accessory structures, parking lot light poles, property lines, and other pertinent site plan features;
  - d. Planting and installation details and notes including soil amendments;
  - e. Existing trees on site shall be identified. Identification shall include species type, trunk diameter at 4'-6" above adjacent grade, and location on site. Trees planned for removal or relocation shall be marked on the plans, methodology to preserve trees in place shall be provided on the plans;
  - f. Details of all irrigation (drip and sprinkler) as well as all equipment such as backflow, controller and meter devices identified;
  - g. Two deep watering tubes per tree planted in an isolated parking lot planter island.  
(DR/FPD)
70. **MAINTENANCE STATEMENT.** The following statement shall be included on the final landscape plan set: "All landscaped areas shall be maintained in perpetuity upon completion and kept free from weeds and debris and maintained in a healthy, growing condition and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days. Significant trimming or pruning will not be permitted without prior City approval. Trees shall be planted and continuously maintained throughout the surface parking lot to insure that within 15 years after establishment of the parking lot; at least fifty percent (50%) of the parking area will be shaded at noon on August 21st." (DR/FPD)
71. **TREE PRESERVATION.** The applicant shall comply with and satisfy the mitigation measures that are part of Negative Declaration # 4-15, including protection/mitigations for trees on-site, on the adjacent greenbelt, and on the bicycle connection from Cowell Boulevard to Albany Avenue.. (DR/FPD/CUP)

72. **TREE PLANTING.** Trees shall be a minimum of 5 gallons in size. All trees shall be planted and staked in accordance with Parks and Community Services Department standards. All parking lot trees shall be irrigated with a minimum of two deep watering tubes. (DR/CUP/FPD)
73. **LANDSCAPING STANDARDS.** Shrubs shall be a minimum of 5 gallons in size. Ground cover may be 1 gallon or less in size. Ground cover areas shall be supplemented with additional 5-gallon size materials to provide variation and texture. (DR/CUP/FPD)
74. **ACCENT LANDSCAPING.** Bark and other surface materials may be utilized in planter areas as a mulch or accent material. Large areas that utilize only bark, decomposed granite, or other surface/mulch material are not acceptable and shall include shrubs, trees and groundcover to provide variation, texture and shade. (DR/CUP/FPD)
75. **WATER EFFICIENT LANDSCAPING.** The project shall comply with Water Efficient Landscaping requirements (Section 40.42 of the Davis Municipal Code). Verification of compliance with this ordinance shall be to the satisfaction of the Department of Community Development and Sustainability and shown on the building permit plans set with the irrigation plan. The plant list shall incorporate native species whenever possible throughout the site. (DR/FPD)
76. **IRRIGATION SYSTEMS.** All plant materials, including ground cover shall be serviced with an automatic irrigation system. All irrigation systems shall be subject to review and approval by the Community Development & Sustainability Department and the Public Works Department prior to issuance of permits. (DR/FPD)
77. **PARKING LOT PLANTERS.** Minimum parking lot planters shall be provided in accordance with the City's Parking Lot Shading Guidelines. A minimum 6' by 6' planting area shall be provided for each tree planted in a tree well or planter strip. A minimum 4' by 8' planting area shall be provided for each tree planted in a planter island. Planter dimensions are measured from the interior side of the curb. (DR/FPD)
78. **CURBS AND HEADERS.** All landscape areas shall be enclosed by a six-inch raised concrete curb. All turf areas shall be separated from non-turf areas by a minimum 2" x 4" redwood header or other acceptable or equivalent material approved by the Community Development & Sustainability Department. (DR/FPD)

B. During Construction

79. **TREE PRESERVATION.** Compliance with the tree preservation plan and mitigation measures for Negative Declaration #4-15 is required before and during any site disturbance and construction activity.

C. Prior to Certificate of Occupancy

80. **LANDSCAPE WATER CONSERVATION.** The landscape architect for the approved plan shall submit a signed statement to the City upon installation confirming that the landscape irrigation

and water conservation measures have been installed consistent with the approved plans and specifications. (DR/FPD)

81. **LANDSCAPE AND TREE SCREENING.** Additional landscaping shall be provided in the greenbelt or other project landscape areas for increased privacy screening where necessary as determined by the Community Development Director and City Arborist. The ultimate placement of any proposed screening plantings will be subject to review by the City Arborist to ensure that new trees would not be detrimental to the trees that are already on the greenbelt. (DR/FPD)

D. Ongoing

82. **TREE MAINTENANCE.** All trees planted or preserved in accordance with this approval shall be trimmed and maintained per guidelines established and approved by the International Society of Arboriculture (ISA). Any pruning of the trees, other than light pruning of no more than 25 percent of the foliage within any one growing season, requires review and approval of a Tree Modification Permit prior to the commencement of the work. (DR/FPD)
83. **CONTINUED MAINTENANCE.** The applicant shall maintain all landscaped areas in perpetuity upon completion and they shall be kept free from weeds and debris and maintained in a healthy, growing condition and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days. (DR/FPD)

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## XI. SIGNS

84. **SIGNAGE.** A Minor Improvement shall be required for existing sign face changes and new signage consistent with the Citywide Sign Design Guidelines, subject to Community Development & Sustainability Department approval and shall be consistent with the sign requirements in Zoning Ordinance Section 40.26.020. Signage not consistent with the Sign Design Guidelines shall require a Design Review application, subject to Community Development & Sustainability Department Approval.
85. **PROCEDURE.** Signs indicated on the submitted plans are conceptual only and not a part of this approval. Any signs proposed for this development shall comply with the City Sign Ordinance, Section 40.26.20 of the Zoning Code, as modified by Preliminary Planned Development #2-12. Application and approval by the Community Development & Sustainability Department is required prior to installation. (DR)
86. **SECURITY ORDINANCE.** In accordance with the City's security ordinance, all building numbers and individual units shall be identified in a clear and concise manner including proper illumination. (DR)
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## **XII. ENVIRONMENT AND SUSTAINABILITY**

### **A. Prior to Construction**

87. **MITIGATION MEASURES.** The applicant shall comply with and satisfy the mitigation measures, which are part of Negative Declaration # 4-15, including a preconstruction survey for raptors and protection/mitigations for trees on-site, on the adjacent greenbelt, and on the bicycle connection from Cowell Boulevard to Albany Avenue.
88. **GREEN BUILDING MEASURES.** All new development shall comply with Green Building requirements, including CALGreen Tier 1, and its 15% compliance margin for energy code.
89. **CAR MANAGEMENT PLAN.** Prior to the issuance of any permits, the applicant shall submit an occupancy car management strategy for review and approval by the Community Development & Sustainability Department. The strategy shall include, but is not limited to such issues as space allocation per unit, fees, transfer of non-needed spaces, parking rules, signage, incentives, enforcement practices, transit alternatives, loaner bike provisions and information dispersal. Car management strategies and parking fees shall be reviewed periodically and as needed to ensure effectiveness. Minor modifications may be made to the approved car management plan upon consultation with approval from the Community Development & Sustainability Department. (CUP)
90. **SUSTAINABILITY FEATURES.** The project shall include the following sustainability features, as included in the Project Description for the application:
- a. Photovoltaic panels on rooftop and parking lot carports anticipated to generate over 290 kilowatts of electricity (estimated approximately 90 percent of annual electrical demand), with a commitment to purchasing any remaining electricity from offsite renewable sources through the proposed city of Davis Community Choice Energy JPA;
  - b. Energy Star refrigerators and dishwashers in guest rooms, and Energy Star washers in guest laundry
  - c. Rooftop solar thermal to serve guest rooms, laundries, and staff kitchen
  - d. EV charging stations in the parking lot (See Condition \_\_)
  - e. Bicycle parking and loaner bicycles for guests, and a separate secured bicycle parking area for employees. The hotelier would also provide maps and wayfinding assistance through signage.
  - f. Points incentive program for guests who use alternative transportation
  - g. CNG shuttle bus to connect to airport, UC Davis, other destinations

The project shall achieve LEED Gold certification from the US Green Building Council. Should the US Green Building Council no longer provide this certification, project shall comply with equivalent third-party certification to the satisfaction of the Department of Community Development and Sustainability.

Minor modifications are subject to review and approval by the Director of Community Development and Sustainability, while major revisions could require Planning Commission hearing and alteration to the CUP. (CUP)

B. During Construction

91. **AIR QUALITY DURING CONSTRUCTION.** The following actions shall be taken during construction to minimize temporary air quality impacts (dust):
- a) An effective dust control program should be implemented whenever earth-moving activities occur on the project site. In addition, all dirt loads exiting a construction site within the project area should be well watered and/or covered after loading.
  - b) Apply water or dust palliatives on exposed earth surfaces as necessary to control dust emissions. Construction contracts shall include dust control treatment in late morning and at the end of the day, of all earth surfaces during clearing, grading, earth moving, and other site preparation activities. Non-potable water shall be used, where feasible. Existing wells shall be used for all construction purposes where feasible. Excessive watering will be avoided to minimize tracking of mud from the project onto streets as determined by Public Works.
  - c) Grading operations on the site shall be suspended during periods of high winds (i.e. winds greater than 15 miles per hour).
  - d) Outdoor storage of fine particulate matter on construction sites shall be prohibited.
  - e) Contractors shall cover any stockpiles of soil, sand and similar materials. There shall be no storage of uncovered construction debris for more than one week.
  - f) Construction-related trucks shall be covered and installed with liners. The streets and sidewalks in the project site shall be swept at the end of the day.
  - g) Re-vegetation or stabilization of exposed earth surfaces shall be required in all inactive areas in the project.
  - h) Vehicle speeds shall not exceed 15 miles per hour on unpaved surfaces.
92. **OZONE PRECURSORS DURING CONSTRUCTION.** In order to minimize the release of ozone precursors associated with construction, the following standard requirements developed by the Yolo/Solano APCD shall be implemented:
- a) Construction equipment and engines shall be properly maintained.
  - b) Vehicle idling shall be kept below ten minutes.
  - c) Construction activities shall utilize new technologies to control ozone precursor emissions, as they become available and feasible.
  - d) During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
93. **EXCAVATION.** If subsurface paleontological, archaeological or historical resources or remains, including unusual amount of bones, stones, shells or pottery shards are discovered during excavation or construction of the site, work shall stop immediately and a qualified archaeologist, state coroner and a representative of the Native American Heritage Commission



shall be consulted to develop, if necessary, further measures to reduce any cultural resource impact before construction continues.

- 94. NOISE REDUCTION PRACTICES.** The applicant shall employ noise-reducing construction practices. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise.
- a) All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an un-muffled exhaust.
  - b) As directed by the City, the developer shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.
- 95. CONSTRUCTION TIMES AND NOISE IMPACTS/MITIGATION MEASURES.** The developer/applicant shall be responsible for informing all subcontractors and construction crews about construction start and finish times including appropriate ambient noise impacts consistent with city code and of all applicable mitigation measures.
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## **XV. CONDITIONAL USE PERMIT**

- 96. RUNS WITH THE LAND.** The terms and conditions of approval of the conditional use shall run with the land shall be binding upon and be to the benefit of the heirs, legal representatives, successors, and assignees of the property owner. With exception, conditional use permits, this will expire six months after the date of issuance if unused. Where a conditional use permit has abandoned the site or has ceased activity for a period of six months the approved conditional use permit shall become null and void. Under these circumstances, a new application for a conditional use permit must be processed per the provision of the zoning ordinance. (CUP)
- 97. COMPLIANCE.** In the event that any of the conditions of this permit are not satisfied, the Community Development Director may request a public hearing be set before determining whether the Conditional Use Permit should be revoked. Additionally, upon showing of a compelling public necessity demonstrated at a noticed public hearing, the City of Davis, acting through the appropriate entity, may add, amend, or delete conditions of this permit. (CUP)
- 98. REVOCATION.** In the event of a violation of any of the provisions of zoning regulations, or in the event of a failure to comply with any prescribed conditions of approval, the Planning Commission may, after public notice and hearing, revoke any conditional use permit. The determination of the Planning Commission shall become final ten days after the date of decision unless appealed to the City Council. (CUP)
- 99. PERMIT EXPIRATION.** This Conditional Use Permit shall automatically expire upon cessation of the use for a period of six months. (CUP)

100. **GOOD NEIGHBOR.** The use shall be conducted in a manner that promotes good neighbor relations. The owner shall provide up-to-date contact information to all adjacent neighbors with the name(s) and phone number(s) of persons who can be contacted and correct problems immediately, including excessive noise. The applicant shall make a good faith effort to inform and ensure that the employees and visitors respect the quiet of adjacent neighbors during activities held at the property, as well as when arriving and departing from the property. (CUP)
101. **SUBSEQUENT MODIFICATION.** Any proposed subsequent modification of the subject site or structure thereon, including but not limited to the following actions, shall first be reported to the city for a review and determination of consistency with this permit. Actions affecting how people or materials move on, off or around the site; the physical appearance of the site or structures thereon (including but not limited to signing, architecture, landscaping, paving, etc.) the type of activity(ies) on land use(s) pursued thereon; the number of people employed thereon or otherwise involved with on-site activities or land uses; etc. (CUP)
102. **HOTEL STAFFING.** The hotel shall have front-desk and management or security staff on premises at all times. (CUP)
103. **SECURITY PATROLS.** Security staff shall patrol the parking lot no less frequently than once per hour during times of darkness. (CUP)
104. **PARKING LOT CAMERAS.** The parking lot shall have security cameras and lighting consistent with the City's Outdoor Lighting Control Ordinance, subject to review and approval by the Police Department at the time of building permit issuance. (CUP)
105. **ALCOHOL.** Alcohol sales at the bar are limited to beer and wine only, with no sales of hard alcohol. (CUP)
106. **DURATION OF STAYS.** To ensure that the property maintains use as an extended-stay hotel, and is not converted to residential uses, guests stays are limited to no more than thirty days. Guests staying longer than thirty days are required to check out and check in to comply with this condition. (CUP)

**RESOLUTION NO. 16-049, SERIES 2016**

**RESOLUTION OF THE ESTABLISHING CRITERIA FOR EVALUATION OF  
HOTEL PROPOSALS**

WHEREAS, the City has received applications for land-use entitlements for hotels in east and south Davis; and

WHEREAS, the City Council goals for FY 2014-16 include the tasks to facilitate development of a hotel conference center and to conduct comprehensive analysis of hotel market in Davis and multiple proposals; and

WHEREAS, the City Council has reviewed an analysis of the capacity of the Davis hotel market to absorb additional hotel rooms, particularly extended stay rooms.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Davis:

1. Hereby approves the following criteria for evaluation of hotel proposals:

Site

- A Proximity to demand generators, including international businesses, sports facilities, and UC Davis.
- B Pedestrian and bicycle access and accommodations, including loaner bicycles
- C Visibility and accessibility from Interstate 80.
- D Site location, product characteristics and amenities, and desirability for extended stay travelers (restaurants, groceries, neighborhood services, etc.)
- E Proximity or access to public transit
- F Proximity to residences and neighborhood compatibility
- G Existing zoning

Project

- H Sustainability, including commitment to CalGreen Tier 1. LEED Gold or higher is encouraged. Desirable components could be on-site generation of renewable energy, water conservation practices, LED lighting, and similar measures.
- I High-profile brand not provided elsewhere in the City of Davis
- J Transportation demand management commitments, including a shuttle service to airport and conference facilities
- K Anticipated revenue to the City of Davis (including TOT, property tax, sales tax, and Development Agreement commitments)
- L Commitment to high-quality architectural treatments that reflect the community and neighborhood context
- M Integration of project amenities such as public art.

Developer

- N Demonstrated team experience and capability for both the development and operation of a first-rate hotel facility
- O Demonstrated financial capacity for project delivery, if approved; and

2. Hereby affirms that these criteria will supplement the customary planning entitlement review considerations of plan consistency, zoning standards, CEQA review, and urban form.

PASSED AND ADOPTED by the City Council of the City of Davis on this 19th day of April, 2016, by the following vote:

AYES: Frerichs, Lee, Wolk

NOES: Davis

ABSENT: Swanson



Daniel M. Wolk  
Mayor

ATTEST:



Zoe S. Mirabile, CMC  
City Clerk

**September 12, 2016**  
**City of Davis Finance and Budget Commission**  
**Hyatt House Hotel Potential Fiscal Impact**

***Summary of Findings***

- The Hyatt House project would financially benefit the city and local agencies. For example, it would likely result in a net fiscal benefit to the City of Davis in the hundreds of thousands of dollars annually and one-time fiscal benefits exceeding \$1.8 million. Yolo County, the Davis Joint Unified School District, and a local tourism district would also benefit financially from the project.
- The estimate of hotel tax revenues from the project is sensitive to assumptions about the occupancy and room rates generated from the new hotel. The actual outcome could be higher or lower than estimated, perhaps by a couple hundred thousand dollars, on an ongoing basis.
- The Hyatt House project is unlikely to financially undermine other existing or approved hotels.
- The new hotel is almost certain to expand the city's overall hotel tax revenue base. City hotel tax revenues increased in recent years even in the wake of past hotel expansions by UC Davis outside of the city limits.
- In April, the City Council adopted written criteria for the proposed hotel projects that reference the negotiation of development agreements that could provide revenue to the city. We recommend that the city policymakers negotiate agreements that could provide additional benefits to the city as well as greater certainty for revenue gains.